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Greatest explorer

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EDITOR-IN-CHIEF
DIRECTOR, CONTENT DEVELOPMENT
Mark Reid

SENIOR EDITOR
Nelle Oosterom

ART DIRECTOR (CANADA'S HISTORY AND CANADASHISTORY.CA)
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NEWS AND REVIEWS EDITOR
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Canada's History Society was founded in 1994 to popularize Canadian history. The society's work includes: *Canada's History* magazine, *Kayak: Canada's History Magazine for Kids*, CanadasHistory.ca, and the Governor General's History Awards.

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Fax: 905-946-1679
Email: memberservices@CanadasHistory.ca

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Canada

Finding our way

It's been said that Canada has too much geography and too little history. But there's plenty of history behind the exploration of all that geography.

It begins with the First Peoples who thousands of years ago travelled and settled here.

Relying on grit, ingenuity, and no-small amount of courage, these precontact peoples spread across North and South America without the aid of astrolabes, compasses, or charts. Nor could they rely on the knowledge of indigenous populations to teach them the tricks of surviving this strange and hostile land. Imagine the wonders these First Peoples must have discovered in their quests for a place to call home.

MARIANNE HELM

Unfortunately, we don't know their identities, so the question raised by our cover story comes with an asterix.

Being a Maritimer, the first explorers to whom I was introduced were Jacques Cartier and John Cabot. I can still picture in my mind the textbook maps showing Cartier's travels around the Gulf of St. Lawrence and Cabot's voyages to Newfoundland.

Although they were simply coloured lines on a page, my imagination raced. I pictured myself on such a sea voyage, climbing the crow's nest to shout "Land ho!" as a new world rose from ocean mists.

Later, I learned of Samuel de Champlain — he of the swooping goatee and the Order of Good Cheer. As Nova Scotians, we focused on Champlain's attempt to found a permanent colony on the Bay of Fundy, skimming over his later achievements in New France.

With so much history to learn from our own part of the country, we barely touched on the other explorers who helped open Canada for successive generations — the first voyageurs who pushed ever farther north and west in the hunt for furs; the Hudson's Bay Company men who created a business empire in the wilderness; the sailors, such as James Cook, who mapped the Pacific coastline; and mariners Henry Hudson and James Franklin, who both died searching for the fabled Northwest Passage to the Orient.

Canada is the second-largest country in the world. And, we Canadians pride ourselves on our towering Rocky Mountains, our vast prairies, our old-growth forests, and our pristine rivers, lakes, and seacoasts. Every kilometre of this land has a story to tell. As long people have lived here, there have been trailblazers willing to risk their lives to plunge into the unknown.

In this issue, we tackle the question of who was our greatest explorer. Who left the biggest mark? Who risked the most, pushed the farthest, and reaped the greatest rewards?

Five of the country's top historians and history writers have weighed in with their picks. Their choices are sure to stir debate.

Now it's your turn. Join the conversation by heading to CanadasHistory.ca/ExplorerVote and casting your ballot for Canada's greatest explorer.

All participants will have their name entered in a draw for a special exploration-themed prize package.

Hopefully, by debating the greatest explorers from the past, we will inspire future generations to make new discoveries in the unknown worlds of tomorrow.

Mark Reid

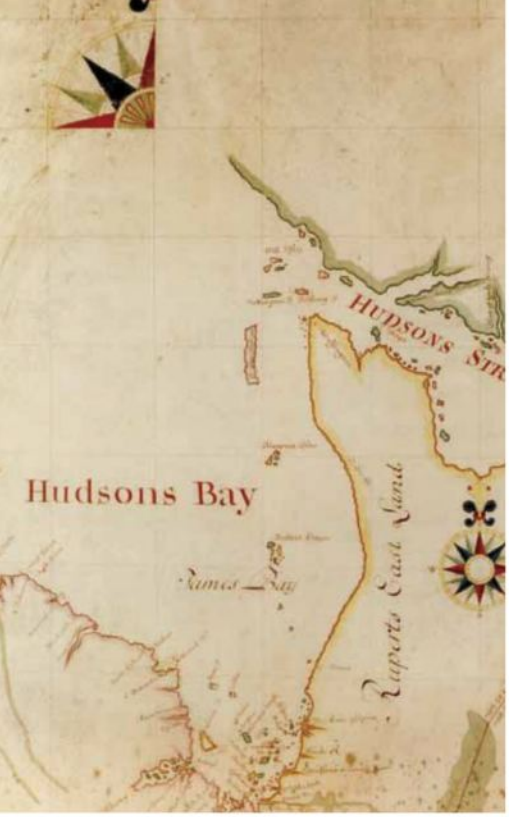
Contributors

In "Too Big to Film," Charlotte Gray writes about the challenges of bringing Canada's history to the screen. Gray's book *Gold Diggers*, about the Klondike gold rush, is among the few to be adapted for television. Gray is the former chair of Canada's History Society and is the author of nine bestsellers, including the recently published *The Massey Murder: A Maid, Her Master and the Trial That Shocked a Country*. A winner of the Society's Pierre Berton Award, she is an adjunct research professor at Carleton University.

Forrest Pass, author of "Free the Island," is an Ottawa-based historian. His historical writing has appeared in a variety of publications in Canada and overseas, including *The Beaver* (now *Canada's History*), the *Journal of the Canadian Historical Association*, *BC Studies*, *Cap-aux-Diamants*, and *Kamloops This Week*. He holds a Ph.D. in Canadian history from the University of Western Ontario and currently works at the Canadian Museum of Civilization. Raised on the British Columbia mainland, he is glad he has never needed a passport to visit Vancouver Island.

Daryl White, author of "The Great Nickel Scandal," teaches history at Grande Prairie Regional College in Northwestern Alberta. Originally from the mining city of Sudbury, Ontario, he has strong family connections to the nickel mining industry. This article is drawn from research for his dissertation on Inco and Alcan in the first and second world wars. Much of his research examines enterprise and government relationships in Northern Ontario. White is also president of the Peace Country Historical Society and the Grande Prairie Museum Society.

Robert Carter illustrated the cover article on Canada's greatest explorers. Carter is an award-winning artist based in Baden, Ontario. Since there are no portraits of explorers Samuel de Champlain, Robert Bylot, and David Thompson taken from life, Carter worked from the best available information. Born in England, Carter moved to Canada at an early age. His work appears in a wide variety of publications in Canada and abroad. His portraits also grace the covers of Penguin's Extraordinary Canadians series.



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HUDSON'S BAY

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Animal heroes

I very much enjoyed your article "Animal Soldiers" in the October-November 2013 issue of *Canada's History*. It brought to mind two famous WWI horses from our area in Quebec's Eastern Townships. Morning Glory belonged to Lieutenant Colonel George Harold Baker and went to France with him in 1915. Harry Baker, as he was known to his friends, was also a Member of Parliament, the only one of the fifty MPs and senators who served in the war to lose his life. Morning Glory never went into battle and came back to Canada in 1918. She is buried in the area, with a plaque placed on her grave in her honour.

The second horse, Cherry, belonged to Brigadier General Dennis Draper, who joined the regiment raised in the Eastern Townships by Baker. Draper became commander of the battalion after Baker's death at the Battle of Sanctuary Wood in 1916. Cherry, unfortunately, was killed overseas and never returned home. Both of these gentlemen are proudly honoured in displays at the Brome County Historical Society in Knowlton, Quebec.

Brenda Eldridge
Brome, Quebec

Canada's war animal memorial

I was most pleased to see that the October-November 2013 article on animals in war. I read the article with great interest but was extremely disappointed to see that Canada's memorial to animals in war was not given even passing mention. One year ago an inspired memorial was unveiled in Confederation Park in downtown Ottawa. The fact that the nose of the bronze dog that sits in front of the beautiful bas-relief plaques is shiny is a testament to the monument's popularity, frequent visits, and nose rubs.

Bill Plouffe
Dunrobin, Ontario

[Go to CanadasHistory.ca/WarAnimalMemorial to read more about the memorial in Ottawa.]

More to parks story

I can accept that Bill Waiser concentrated his article ["Park Prisoners," August-September 2013] solely on the building of our national parks. But, told in its entirety, it is a heart-wrenching story of thousands of loyal, peaceful, and law-abiding people, mainly Ukrainians, who were thrust into twenty-four concentration camps across Canada.

Of the thousands interned during the First World War, eighty-one were women and 156 were children who had no other survival choice but to live in two of the camps (Vernon, British Columbia, and Spirit Lake, Quebec) with their menfolk. All internees were stripped of what little wealth they had, forced to do heavy labour, disenfranchised, and subjected to other state-sanctioned censures. A total of 109 died of various diseases and injuries, six were killed trying to escape, and some went insane or commited suicide.

Finally, in May 2008, the government of Canada formally recognized the internment operations and agreed to support an endowment fund. The Sunflower Project followed, established by world-renowned artist Michelle Loughery. At last the stories of the interees will be heard through a series of murals in communities across Canada. This project can remind all Canadians of the need to remain vigilant in defence of civil liberties and human rights.

Andrew F. Maksymchuk
Vernon, British Columbia

Ignore Senate and it will go away

Christopher Moore's thoughts on the Senate and on Senate reform ["House Broken," June-July 2013] were interesting and insightful. I'm surprised he didn't propose this solution, which would only require a handshake between the leaders of the political parties: Just stop appointing senators. After twenty or twenty-five years, the last senator will have resigned, retired, or died. The Senate will simply cease to exist, and no constitutional amendment would be required.

Neil McEachern
Buckingham, Quebec

Belle of the battle

I very much enjoyed reading about some of the women of 1812 in Diane Graves' article "Women of Valour" [August-September 2013]. I wish to add the "Belle of Montreal" at the time — Julia de Rottenburg, wife of Major General Francis de Rottenburg. Colonel Baynes, the adjutant-general to General Isaac Brock, wrote: "Mrs. De Rottenburg has made a complete conquest of all hearts."

Unfortunately, we have no image of this lovely lady who turned the heads of officers during the War of 1812. But it is good to know that it was not all blood, mud, and marching.

Stan Skrzeszewski
London, Ontario

Canada's History welcomes your comments. Email us at editors@CanadasHistory.ca or write to *Canada's History*, Bryce Hall Main Floor, 515 Portage Avenue, Winnipeg, MB R3B 2E9 Canada. Please include your address and phone number. Letters may be edited for clarity or length.

LAUGH LINES

This cartoon by John W. Bengough appeared in the September 11, 1886, edition of *Grip*.

Which 'Riel question'?

The execution of Louis Riel for treason-felony did not end the debate about his role in causing the rebellion of 1885. The topic was a major issue in the 1887 federal election and is still debated by historians.

Prime Minister John A. Macdonald's decision not to commute Riel's sentence and impose a lesser punishment had a lasting negative effect on the Conservative Party's popularity in Quebec. The fallout from Macdonald's decision also helps to explain the very different ways subsequent governments have dealt with political crimes, such as the 1970 murder of Quebec cabinet minister Pierre Laporte.

— Charles Hou

Charles Hou is the author of several books about historical Canadian political cartoons.

Visit **CanadasHistory.ca** for the latest Canadian history news.

BY THE NUMBERS

4-H Clubs

The 4-H movement began in the U.S. at the turn of the twentieth century, and Canada's first 4-H club was founded in 1913 in Roland, Manitoba. From their beginnings, the clubs have had a strong base in agricultural regions and have been intended to help develop farm skills among youth. Known in Canada until 1952 as "Boys and Girls Clubs," 4-H clubs also encourage young people to give back to their communities and become community leaders. Their motto is, "Learn to do by doing."

4 Personal development areas represented in the club's name: head, heart, hands, and health.

1933 Year the Canadian 4-H Council was founded to help sponsor and coordinate the program across the country.

6 Youngest age of Canadian 4-H club members, who can be as old as twenty-five.

24,424 The number of 4-H club members in Canada.

8,400 Volunteers who provide guidance to Canadian 4-H club members.

41,668 Projects undertaken in 2012–13 by Canadian 4-H club members.

2,098 Bags of garbage picked up by members of Manitoba clubs on 467.7 kilometres of highway during the organization's 2013 highway cleanup.

— compiled by Laina Hughes

OUR HOME AND NATIVE

Fathometer

Nearly one hundred years ago, Canadian inventor Reginald Fessenden developed a sonar device to determine the depth of water.

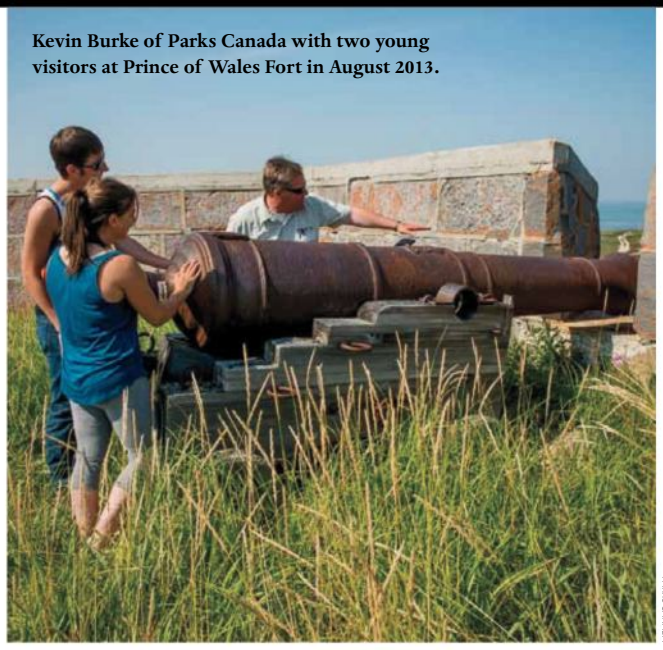
Fessenden was a plucky, prolific inventor who earned over five hundred patents for mechanisms that laid the foundation for much of today's technology. His devices made improvements in fields such as high-power transmission, sonar, and television.

Born in 1866 in Quebec, Fessenden was an accomplished student. However, he left Bishop's University at age eighteen without completing his degree, claiming he'd "done substantially all the work necessary."

No matter, though — Fessenden moved to New York City in 1886 with hopes of working for Thomas Edison. While he was initially rebuffed, Fessenden eventually proved his worth and ended up working directly for Edison at the latter's laboratory in West Orange, New Jersey.

In 1929, Fessenden won Scientific American's Gold Medal for his invention of the fathometer, which he developed while working for the Submarine Signal Company. The fathometer's echo-sounding technique is also used in the fish-finders of recreational and commercial fishers.

— Laina Hughes



Kevin Burke of Parks Canada with two young visitors at Prince of Wales Fort in August 2013.

PARKS CANADA

Ready the guns

No fort is complete without a cannon or two. In the case of Prince of Wales Fort at Churchill, Manitoba, make that twenty-two. That's the number of cannons that will be sitting on the stone fort's ramparts once a restoration project, now in its final phase, has been completed.

For the past nine years, the National Historic Site on the shore of Hudson Bay has been undergoing extensive work aimed at shoring up its deteriorating walls. Craftsmen are now putting the finishing touches on the construction of cannon platforms. Their design is based on the remains of original platforms discovered by archaeologists.

Prince of Wales Fort was established by the Hudson's Bay Company in 1731 as a fur-trading centre. Built in the then-popular European star shape, with four protruding bastions, the fort took forty years to build. The magnificent-looking structure is a popular stop for the thousands of visitors who come to the remote town of Churchill each year to view polar bears, beluga whales, and other wildlife.

Parks Canada invested $3.95 million for the wall stabilization work and $49,000 to build the cannon platforms. The platforms are expected to be in place by the spring of 2014.

For more about the fort, go to CanadasHistory.ca/PrinceofWalesFort.

— Nelle Oosterom

TAKE THE DAY OFF

December 8

To note the day in 1852 when a royal charter by Queen Victoria established Université Laval, the oldest French-language university in North America. *Parlez en français.*

December 9

To observe the crash of Trans-Canada Air Lines Flight 810 into Mount Slesse, British Columbia, killing sixty-two people on this date in 1956. Take a quiet moment.

Members of the Fara Heim expedition at York Factory, Manitoba, August 2013. Left to right: Craig Mann, Mackenzie Collette, David Collette, Johann Sigurdson, Jr., and Johann Sigurdson, Sr.

COURTESY FARA HEIM

Northern exposure

Fara Heim expedition searches for lost wrecks, Viking presence

Five people showed up at remote York Factory, Manitoba, this past summer with an ambitious mission: to find the ships that were lost in the 1697 Battle of Hudson Bay.

The Fara Heim expedition, led by Johann Sigurdson of Winnipeg and his nephew, David Collette of Cincinnati, used advanced search technology in an attempt to locate traces of the *Pélican* and the *Hampshire*. Both ships were lost in a fierce battle at the mouth of the Hayes River that saw the English surrender to *Pélican* captain Pierre Le Moyne D'Iberville, even though the crippled French ship was outnumbered three to one.

The fact that the remains of the lost ships have never been found motivated the leaders of the Fara Heim expedition to try their luck. Backed by sponsors and carrying the flag of the Explorers Club — an exclusive New York-based club established in 1904 — the team of five people, including Sigurdson's son, Johann Sigurdson, Jr., Collette's daughter, Mackenzie Collette, and Craig Mann, spent two weeks in August 2013 looking for the wrecks.

Because of the shifting topography of the area, the remains of the *Pélican* are believed to be buried under muskeg, while the other ship's remains are likely covered by sand or mud at the bottom of the Hayes River. The team used ground-penetrating radar for the ground search and a magnetic-anomaly detection system for scanning the riverbed.

The land search was particularly challenging.

"It's very difficult to move around," Sigurdson explained. "There's mud, tidal flats, grass flats, polar bears, willows — and you can't be thrashing around in the deep willows because it's really quite dangerous. You have to be careful that you don't startle the bears."

Expedition members found no artifacts linked to the ships, but they may go back next summer and try again.

They also intend to produce an educational video about the Battle of Hudson Bay that can be used as school curriculum material.

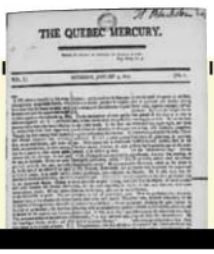
In addition to looking for shipwrecks, Fara Heim — which means "going home" in Old Norse — is also searching for traces of Viking presence in the Arctic.

For more on this story, visit CanadasHistory.ca/FaraHeim.

— **Nelle Oosterom**

December 25

To commemorate the opening of Christ Church at Sorel, Quebec, the province's oldest Protestant church, on this day in 1785. Let the bells ring out.

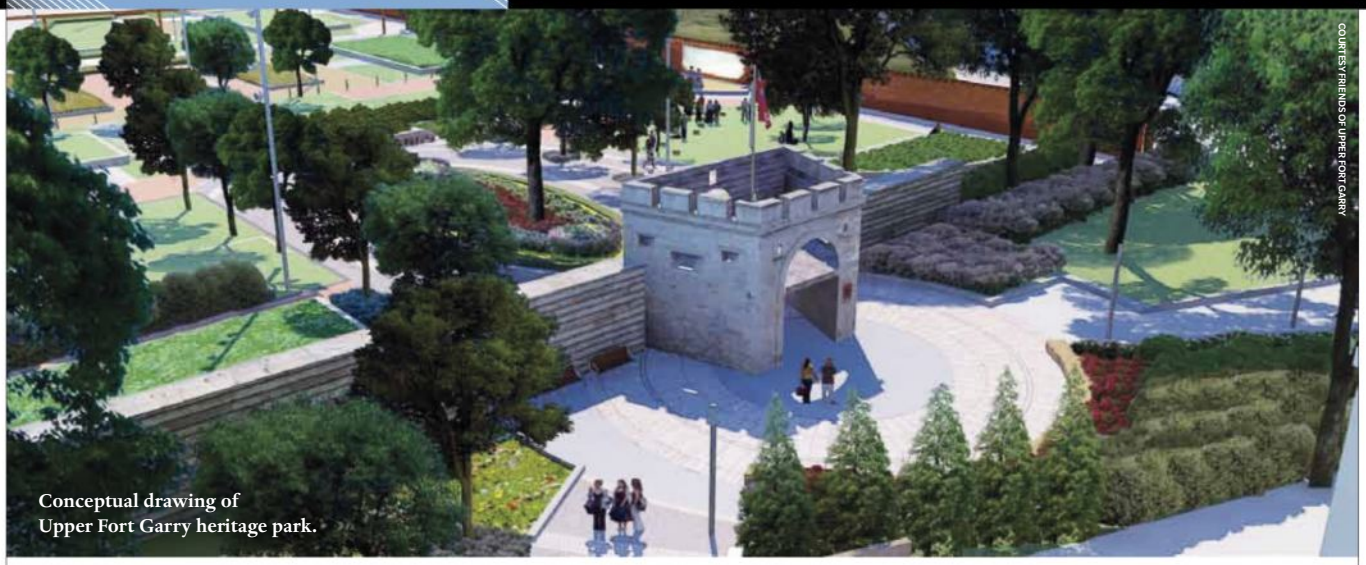


January 5

To mark the first issue of the pro-British *Quebec Mercury* English-language newspaper, founded by Thomas Cary on this day in 1805. Have a spot of tea.

January 20

To remember the day in 1904 when the federal government overturned a British Columbia act restricting Chinese immigration. Put out the welcome mat.



COURTESY FRIENDS OF UPPER FORT GARRY

Conceptual drawing of Upper Fort Garry heritage park.

Fort springs back to life

For several decades, it was a nexus of the fur trade. Then, 125 years ago, it was demolished in the name of progress. Now, a former Hudson's Bay Company fort is being reborn as a provincial heritage park in the heart of downtown Winnipeg.

Builders arrived on-site in late summer and worked through the fall on the first phase of the project, erecting several limestone structures. Future phases will see the creation of a heritage wall, an interpretation centre, and a series of plinths that spell out the rich history of the fort and of the Métis, Aboriginal, and European settler and fur-trading peoples who frequented it.

Upper Fort Garry, located near the confluence of the Assiniboine and Red rivers, was actually the fifth trading post to occupy the same site. In its day, it was the HBC's administrative centre and also the heart of the growing Red River Colony. In 1869, Louis Riel captured the fort during the Red River Rebellion. It was there that he had Orangeman Thomas Scott executed by firing squad.

Unfortunately, Upper Fort Garry, which occupied prime real estate in downtown Winnipeg, was demolished in 1888 to accommodate the growing community and ostensibly to allow for the straightening of Winnipeg's Main Street.

The restoration project began in 2008 after the land became available and a volunteer group, the Friends of Upper Fort Garry, raised $10 million for the first phase of construction. The group now hopes to raise an additional $18 million for the second building phase. In 2010, the province of Manitoba passed legislation to designate the site Upper Fort Garry Heritage Provincial Park.

For more on the site or to find out how to make a donation, visit CanadasHistory.ca/UpperFortGarry.

— **Mark Reid**

BREAKING HISTORY

Historical notes in Canadian news reporting

The long-time summer home of former Prime Minister William Lyon Mackenzie King reopened to visitors late this summer after undergoing renovations. Set in the midst of Quebec's Gatineau Park, north of Ottawa, the Mackenzie King Estate includes gardens, walking trails, cottages, a tea room, and a museum. "Visitors to the estate grounds will notice a big difference," the *Ottawa Citizen* reported. Besides necessary repairs to the early-twentieth-century buildings and improvements to walkways, new interpretive panels provide information on the estate's history.

Archaeologists working at the site of the pre-Confederation Parliament of the United Province of Canada in Montreal have uncovered remnants of a few of the twenty-four thousand books and other documents that were destroyed when a mob burned the building in 1849. "They are hardly recognizable as books and appear, in colour and consistency, like a cross between charcoal and bitumen," The Canadian Press reported. The find, announced in August, came after two years of work by the Pointe-à-Callière museum as part of expansion plans that include the site of the former parliament.

Evidence of human activity on the North Atlantic Faroe Islands centuries before the Vikings has added to speculation about whether anyone, such as the legendary Irish monk Saint Brendan, may have stopped there before venturing on to North America much sooner than Europeans are known to have landed. "Traces of charred peat and barley seeds" found by researchers are "unmistakable evidence that human efforts to control wind erosion were occurring there as early as 1,650 years ago, or up to 500 years ahead of the Viking colonization of the Faroes," Postmedia News reported.

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TALES AND TREASURES

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Métis frock coat

This early 1820s hide coat is associated with the Métis culture from the Red River settlement area. It was inspired by the European frock coat and reflects two cultures brought together through the fur trade. Unlike its plainer European counterpart, the Métis frock coat is richly decorated and includes colourful First Nations geometric designs and Métis floral work. The coats were worn by Métis men and used as trade items.

Measuring 115 centimetres long and 56 cemtimetres wide when open, the coat is most likely made out of bison hide. Further details include flattened and dyed porcupine quills in the shoulder areas that were woven on a bow loom before they were attached to the coat. A woven sash would have been used to keep the coat closed.

This artifact can be found at the Manitoba Museum.

— **Maria Cristina Laureano**

In The Beaver… 90 Years Ago

Stanley Park's polar bear

If you're a fan of Winnie-the-Pooh then this December 1923 article will probably warm your heart. George J. Ashworth wrote about a special friendship between Barrow the polar bear and a regular vistor to Vancouver's Stanley Park zoo. Barrow attracted many visitors each day, but when the "north countryman" came around the bear was especially attentive.

60 years ago

An ode to northern solitude

While living at Cape Dorset, Baffin Island, James Houston wrote and illustrated an amusing article for the December 1953 issue about the joys of living in an isolated outpost. Houston listed all the positives of this seemingly dire situation, including being able to wear a week's growth of beard and "then shave and put on your best clothes even when there's no one there to see you." Houston's article included lively animated illustrations.

30 years ago

The Algonquins of Golden Lake

Historian Peter Hessel wrote a brief historical overview of the Algonquins, the original inhabitants of the Ottawa Valley. In his December 1983 article, Hessel focused on a reserve at Golden Lake, Ontario, located about 150 kilometres northwest of Ottawa. He noted the difficult transitions the Algonquins had to make, losing their language, their religion, and their way of life and being reduced to living on a portion of swampy and undesirable land.

The Beaver magazine was originally founded as a Hudson's Bay Company publication in 1920. To read stories from past issues, go to: **CanadasHistory.ca/tradingpost**. To explore the history of the Hudson's Bay Company, go to: **hbc.com/hbc/history**.

KEN MCGOOGAN

Getting Canuck-ted

The technological heirs of Marshall McLuhan are pushing forward his digital revolution.

Five decades ago, Canadian Marshall McLuhan launched the digital revolution with two seminal books. In the first, *The Gutenberg Galaxy* (1962), McLuhan argued that, just as the alphabet and the printing press created linear thinking and individualism, so "electronic interdependence" would bring an end to print culture and move humankind into a new tribalism and "a global village."

In the second book, *Understanding Media: The Extensions of Man* (1964), McLuhan insisted that our means of communication shape what we say, who we are, and how we interact — that "the medium is the message." By bringing us into immediate contact, McLuhan predicted, the technological revolution would transform us as human beings. Today, when the World Wide Web allows people to interact instantaneously, McLuhan's global village has become a reality. And McLuhan, a Toronto-based English professor who died in 1980, is recognized around the world as the prophet of the digital revolution.

Most readers of *Canada's History* will be familiar with McLuhan and his achievements. But many may not realize that Canadians have also taken the lead in implementing the revolution he proclaimed and in steering it into the future. Certainly, I did not appreciate this until I turned up several of them while researching for my book *50 Canadians Who Changed the World*.

Consider architecture. In 1964, the same year McLuhan published *Understanding Media*, Calgary-born Douglas Cardinal began designing St. Mary's Church in Red Deer, Alberta. Drawing on his Aboriginal roots, and insisting on the involvement of those who would use the building, Cardinal created a dramatic, curvilinear structure that was hailed almost immediately as a groundbreaking work. His organic approach, marked by flowing shapes and curves, demanded complex calculations and so drove him to use computers.

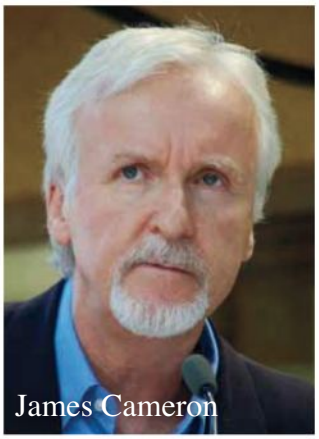
By 1981, with many more buildings to his credit, Cardinal had established himself as a pioneer in computer-aided design (CAD). The federal government selected him to test and advance Canadian CAD technology. It also commissioned him to create the Canadian Museum of Civilization in Gatineau, Quebec, across the Ottawa River from Canada's Parliament Buildings. Designing this complex structure, which involved 81,000 simultaneous equations, has been recognized internationally as a landmark technical achievement and a singular implementation of digital technologies.

Ready for another example? In 1984, when Cardinal was creating his signature building, another Canadian, an unknown filmmaker from small-town Ontario, brought out *The Terminator*. A breakout movie, it drew international acclaim, made *Time* magazine's list of the top ten movies of the year, and grossed over $80 million. It made James Cameron a player as a screenwriter, director, and special-effects genius and opened the path for him to change the way Hollywood makes movies.

By the mid-1990s, when he was filming *Titanic* and wanted to include footage of the most famous shipwreck in the world, Cameron invented a digital camera that

Douglas Cardinal

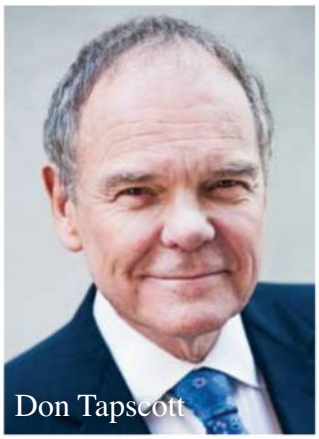
DOUGLASCARDINALARCHITECT.INC.


James Cameron

ANGELA GEORGE

Mike Lazaridis

PETER POWER / THE GLOBE AND MAIL


Don Tapscott

DON TAPSCOTT/FLICKR

could function at 3,650 metres below sea level. After *Titanic* — a record-breaking money-maker — Cameron spent several years creating underwater IMAX documentaries, contributing to remote vehicle technologies, and co-developing the digital 3-D Fusion Camera System he would use in *Avatar*.

That 3-D movie, released late in 2009, relied mainly on computer-generated animation. Before *Avatar*, according to industry expert David Hancock, digital films represented "only a small portion of the market, accounting for fifteen per cent of global screens."

Within two years, that share rocketed to almost fifty per cent. Writing for *Screen Digest*'s Cinema Intelligence Service, Hancock declared: "This single film has driven up demand for digital 3-D technology at the expense of traditional 35-mm celluloid." He projected that by 2015 more than eighty per cent of movies will use computer technology, and 35-mm will become a niche format. With *Avatar*, James Cameron brought the digital revolution to Hollywood.

Yet even that accomplishment seems modest when compared with the transformation launched by Mike Lazaridis, an electrical engineer who invented the BlackBerry — the world's first smartphone. In 1966, when he was five, Lazaridis's Greek parents brought their son to Canada from Turkey. At eleven, he conducted experiments with walkie-talkies and received a special prize from the Windsor Public Library for having read all the science books on the shelves.

At high school, Lazaridis took both academic subjects and shop, which included hands-on work in automotive mechanics and electronics. He built an oscilloscope, an electronic test instrument that measures voltages. He became fascinated by computers, read books on microprocessors, and scrounged parts to build a rudimentary computer.

After high school, Lazaridis attended the University of Waterloo, where he studied engineering, mathematics, and computer science. Through a co-op program, he worked for Control Data Corporation, where he devised an automated process to identify failed circuit boards and worked on an air-cooled mini-computer. In 1984, he borrowed fifteen thousand dollars from his parents and founded his own company: Research in Motion (RIM).

In 1999, after inventing a series of mobile devices, Lazaridis created the BlackBerry, which could not only send and receive calls and emails but also access mailboxes on desktop computers back at the office. Within a decade, RIM had sold over 75 million BlackBerries and spawned countless competitors. Today, more than 1.2 billion people use mobile devices to access the Internet, with those in developed countries of the Asia/Pacific region leading the way in saturation.

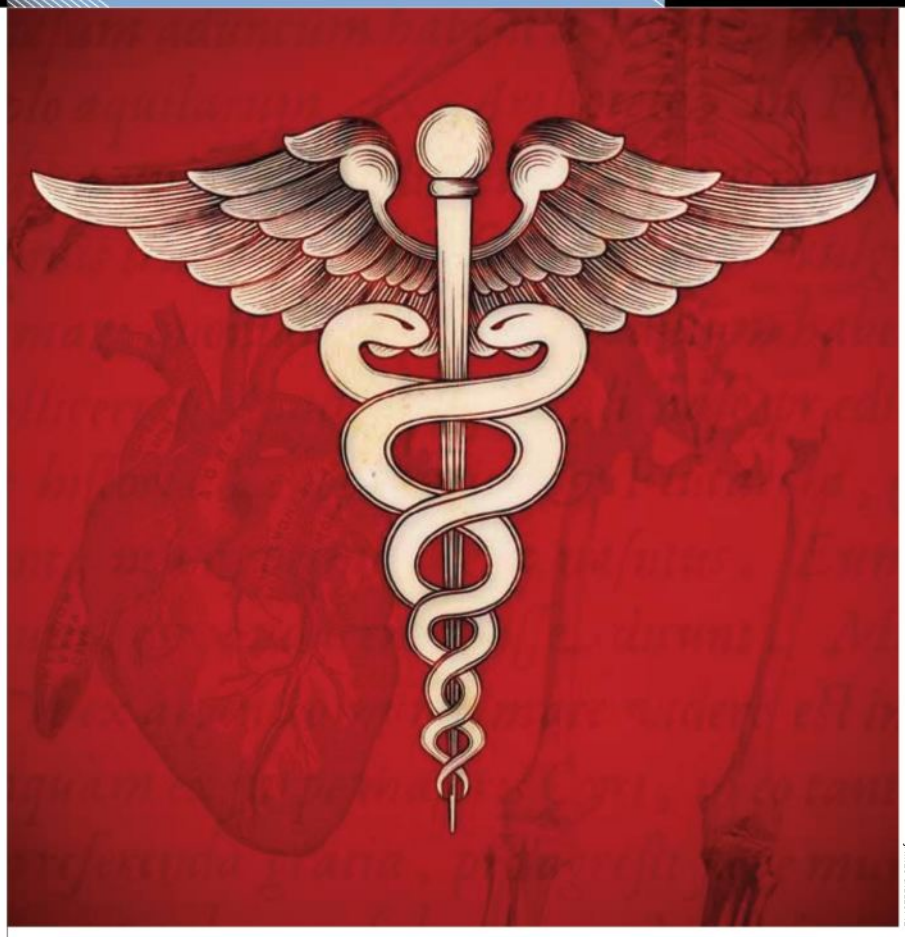
By inventing the smartphone, Mike Lazaridis revolutionized global communications. He also vindicated Marshall McLuhan and helped to create a theoretical challenge for another Canadian. Don Tapscott is the author of fourteen books, among them several blockbusters (*Growing Up Digital*, *Wikinomics*, and *Macrowikinomics*) available in more than two dozen languages. He explores the impact of new technologies and networking and finds hope for the future in the collaborative innovations made possible by the Internet.

Building on McLuhan, Tapscott argues that the so-called millennials, born roughly between 1977 and 1997, differ profoundly from their baby boomer parents. The digital world has taught them boundless freedom, customization, and interactivity, along with instant communication and a belief in collaboration. Where baby boomers are "digital immigrants" who entered the global village in mid-life, the young are "digital natives." They will change the way we do business, Tapscott says, because they are natural collaborators: "They work differently, they are very social, and of course they exist through social networks."

In his 2010 book *Macrowikinomics*, Tapscott writes that ours is a time of transformation, "not for tinkering with old models and structures." The old institutions are incapable, for example, of coping with massive youth unemployment. "We need to get beyond the tired debates," Tapscott insists, "and reach beyond the parameters of a failing framework." The process of transformation "is proving to be challenging, exhilarating, and sometimes agonizing. But, given the stakes, we have no choice but to forge this new future." To all that, and especially the agonizing part, Marshall McLuhan would undoubtedly say, "Amen."

Ken McGoogan recently published *50 Canadians Who Changed the World* (HarperCollins Canada).

CHRISTOPHER MOORE



JAMES GILLESPIE

Healing words

Increasingly, historians and health providers are working together to tell stories from the early days of medicine.

Who writes the history of medicine? Should it be doctors and nurses — or historians? And how do they get along? Such questions make Dr. Jacalyn Duffin, who is a doctor and a historian, laugh.

"The Canadian Society for the History of Medicine used to be for square pegs in round holes," she said, "people who had no colleagues doing medical history in their history department or in their medical school."

In other words, they had to get along. But, with the right patron, a special field like medical history can bridge the gap between doctors and historians.

In Canada, that patron was Dr. Jason Hannah. During the dirty thirties, Hannah launched Associated Medical Services, the first non-profit, physician-run health insurance plan in Canada, and it thrived. Then, in the 1960s, public medicare came along. AMS turned itself into a charitable organization, investing its reserve funds into research related to medicine.

Because Hannah believed the history of medicine mattered, AMS began offering research grants and endowing chairs in history at medical schools across Ontario, and beyond. Canadian history of medicine began to blossom.

Today, Jacalyn Duffin holds the Hannah chair in history at the medical school of Queen's University in Kingston, Ontario. Duffin began in medicine, but when she found herself living in Paris and unable to practise she took up history — and earned a Ph.D. Now she practises both hematology and history. She is proud that her medical school makes medical history an integral part of every med student's education.

"Historical thinking is a form of analysis doctors should know," she said. "It makes for smarter doctors, ones who see the humanities as valid and who have different angles of analysis open to them."

Duffin's own histories range from the history of the stethoscope to the life of an Ontario country doctor. On one occasion, she was asked to do a "blind" independent analysis of some bone-marrow slides of what had to be a fatal cancer. She thought some doctor was getting sued, but it turned out to be part of the Vatican's investigation of miracles attributed to Montreal's Marguerite d'Youville. That led to *Medical Miracles*, Duffin's book on the medical investigation of alleged miracles over the centuries.

Historians sometimes claim that doctors mostly treat medical history as heroic stories of great doctors and brilliant discoveries. So Duffin decided to research the question. Comparing the work of doctors who write medical history to non-doctors who write medical histories, she found "they were much the same. There are good and bad historians, not so much doctor and non-doctor historians."

Historian and psychiatrist Edward Shorter, who holds a Hannah chair in the University of Toronto med school, might not agree. Shorter was a historian who felt he needed to know more medicine, so he took a leave from his history professorship and enrolled in med school. Today Shorter is a world authority on the history of psychiatry. He participates actively in medical debates about shock therapy, the best practices for treating depression, and other urgent medical issues.

Shorter is sure that historians of medicine need to know medicine. "Psychiatrists are very interested in the historical perspectives," he told History News Network recently. But historians often "don't have a scientific background. They can't get into detailed discussions of therapies because they aren't well informed about the science." A lot of medical history by historians does not interest him much.

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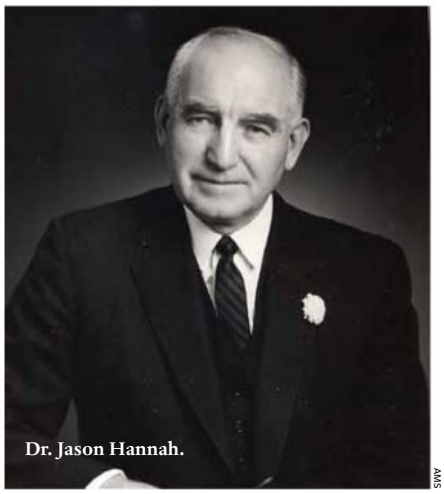
That perspective has not deterred Wendy Mitchinson, a historian at the University of Waterloo in Ontario. She, too, has benefitted from Hannah programs, but she's not a doctor or even, she says, a historian of science. "History of medicine has been my conduit to what is happening in the social history of Canada," Mitchinson said. Shaped by feminism and the women's history movement, Mitchinson made the history of women, as seen by their doctors, her special study.

"With the new wave of feminism," she said, "came a great interest in women's bodies and the history of how women's bodies are thought of. Many women's history scholars went into the subject of women and health." Her new book, *Body Failure: Medical Views of Women 1900–1950*, follows Canadian women's life stages — childhood, puberty, childbirth, illnesses, menopause — as explained to them by their doctors.

Even cancer turns out to have had a Canadian history.

When American medicine was committed to the radical mastectomy, Mitchinson observed, Canadian doctors were still studying in Britain or following British journals. British arguments for less invasive breast-cancer treatments had more influence here as a result.


Dr. Jason Hannah.

AMS

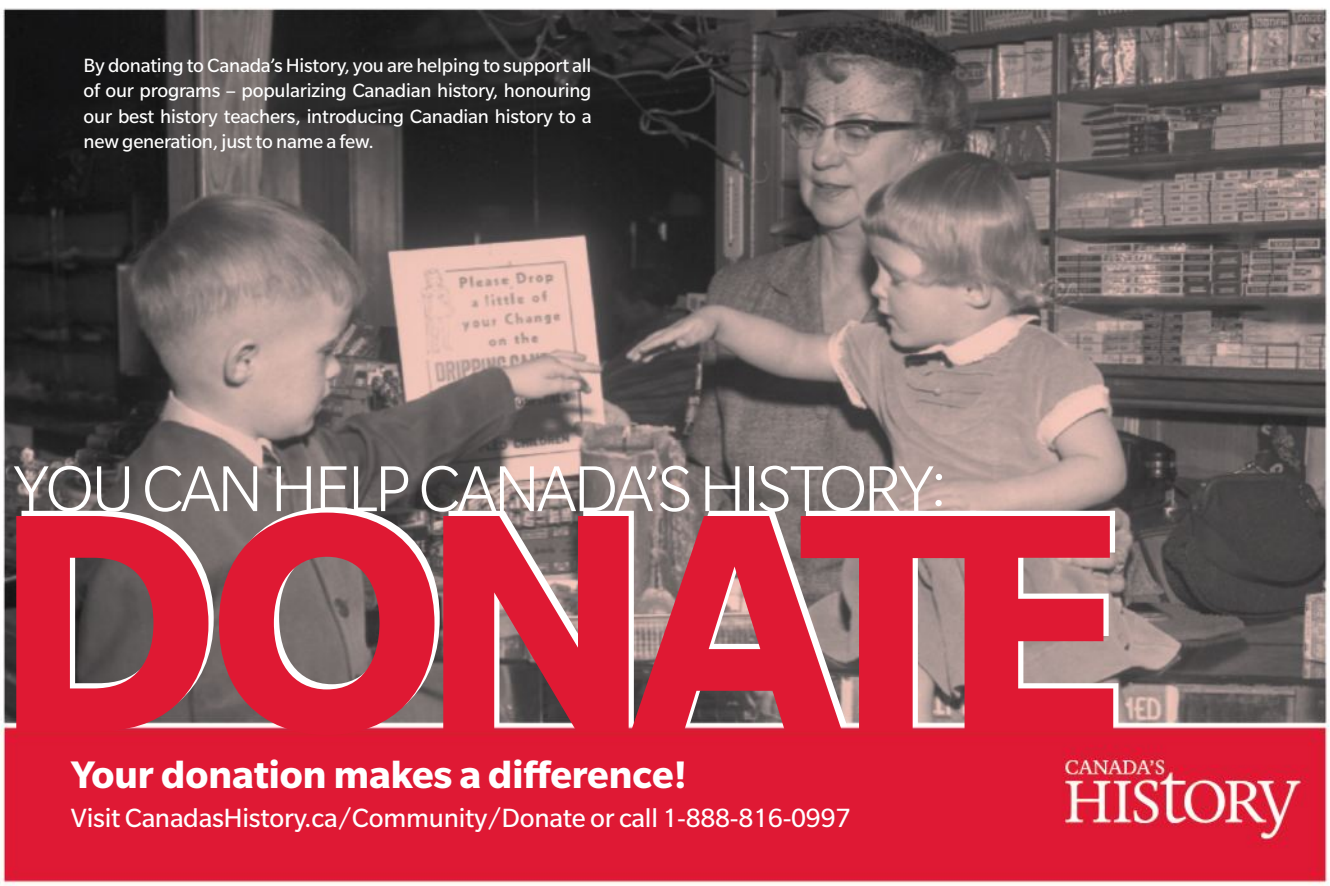
The best known of Canadian medical histories is Michael Bliss's *The Discovery of Insulin*. But the field is exploding, from histories of hospitals, to nursing memoirs, to studies of First Nations experiences with doctors.

New ideas and new books arrive constantly, from med schools, history departments, and far beyond. But it's a field with one big challenge.

AMS and its Hannah programs helped nurture the study of the history of Canadian medicine. But as AMS's new CEO, former nurse Gail Paech, told me, "We initiate out-of-the-box projects. If they thrive, we often pass them on to others, and we look for new projects." After thirty years, AMS sees the field thriving. And it has been shifting attention elsewhere.

Every historian of medicine I spoke with expressed appreciation for what AMS has done in the past but also alarm for the future: Where is new funding for their field going to come from now? Med schools, history departments, historians, and medical professionals may have new reasons to co-operate — to ensure the history of medicine can stay healthy on its own.

Christopher Moore, an award-winning historian and writer, comments in every issue of *Canada's History*.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CANADA'S HISTORY

WHO IS CANADA'S GREAT EXPLO

Five adventurers made our short list. Some of

Illustrated by Robert Carter

When we at *Canada's History* decided to devote a good portion of this issue of the magazine to highlighting Canada's greatest explorers, we realized we had set ourselves up for a daunting mission.

The field of exploration is a vast one, filled with many great men and women. It begins with the people we don't know. Who was the first to cross the Bering Strait from Asia into North America? The earliest explorers, the indigenous people, left no written records for us to draw from. So we are left with those explorers who took notes, or those who were mentioned by others.

We asked five historians to come up with who they thought was Canada's greatest explorer. Some of their picks were expected, some were not.

On this list you will read about the man who was the first

EST ORER?

the choices were obvious, some were not.

European to travel deep into North America, created numerous maps, and wrote voluminously about his travels. You'll read about the first person to cross North America — and no, he wasn't part of the American Lewis and Clark expedition. You'll learn about a great map-maker and surveyor, an Arctic explorer who was "one of the worst self-promoters in the annals of discovery," and one woman who set out to do what a nation wouldn't.

For the sake of debate, *Canada's History* rated each explorer and we invite you to do the same. Go to CanadasHistory.ca/ExplorerVote to have your say, along with a chance to win an exploration-themed prize package.

While you're at it, check out CanadasHistory.ca/Destinations — our historical destinations website — and use it to chart an adventure of your own. Who knows where your journey may lead?

ROBERT CARTER

ALEXANDER MACKENZIE

A hardy Scot who boldly crossed an unmapped continent.

by Victor Suthren

If there is one brawny, clear-eyed lad amongst the shuffling ranks of those who would claim recognition as explorers of Canada, then in my opinion it is the tousled red hair of Alexander Mackenzie that should be visible above their heads. Mackenzie should be recognized as the greatest of Canadian explorers on the basis of his sheer nerve and courage. Ahead of anyone else in North America, he completed the great push westward and northward from the bases of European arrival in eastern North America to reach both the Arctic and Pacific oceans. And he completed the latter a good ten years before the much more trumpeted but arguably less courageous or daring Lewis and Clark expedition to the south.

Mackenzie was born a hardy Scot — aren't they all? — in 1764 on the Isle of Lewis. He survived the dreadful infant mortality of the age, but the death of his mother when he was ten had him sent off perilously across the North Atlantic to New York, where his father had gone to attempt business. At the age of fourteen, with the American Revolution making things increasingly difficult and dangerous for Loyalists — his father and brother had enlisted in the King's Royal Regiment of New York — young Alexander was packed off to Montreal in 1778, where in the next year he became a junior clerk in the fur-trading company of Finlay, Gregory and Company. Applying himself to his work, he rose in both competence and the company's esteem, and when in 1787 it merged with the North West Company Alexander remained with the firm.

Then began his great period of westward and northward travel that would bring him to the Pacific coast and the Arctic Ocean. In 1788 he became one of the founders of Fort Chipewyan in present-day northern Alberta, when he travelled to Lake Athabasca to replace a noted colleague, Peter Pond. On arriving in the area, Mackenzie heard from the Dene and other peoples that the great river affecting the lake flowed northward. Wondering if this might reveal a freshwater Northwest Passage, Mackenzie set out by canoe to follow the river northward to its mouth, and on July 14, 1789, he reached the Arctic Ocean.

Mackenzie had hoped it would end at Cook Inlet on the Alaskan coast and admitted to being disappointed that it did not; that he had carried out a monumental river descent to the northern seacoast was less on his mind. It would not be so with those who learned of his feat, for the great river would eventually become known as the Mackenzie River.

Mackenzie had demonstrated both a remarkable boldness and courage in deep exploration but was aware that, when compared with others such as David Thompson, he lacked the scientific preparation necessary for recording and accurately depicting his discoveries. Accordingly, he returned to Britain. In 1791 and 1792 he familiarized himself with navigational skills, particularly the newly developed methods of determining longtitude using timed chronometers, which had made possible the exactitude of Captain James Cook's Pacific explorations. He completed this study and returned to North America even as the long, grim struggle with republican and then Napoleonic France was beginning in Europe in earnest.

At this point Mackenzie had determined to do what no European north of Mexico had done — at least, had been recorded as doing — which was to cross the continent to get to the Pacific Ocean. It was a bold and risky plan, for no way seemed possible through the glistening icy ramparts of the mountain ranges that divided the Great Plains from the Pacific coast that Cook had charted a decade earlier. With the permission of the North West Company, Mackenzie assembled a sturdy team of First Nation and voyageur canoeists, added a dog (known throughout the expedition as simply "Our Dog")

at Fort Chipewyan, and set off westward.

Working up the Peace River, they came to the Great Divide and worked their way southward in a struggling portage pattern until they reached the headwaters of the Fraser River, which offered the prospect of a noisy, rushing descent to the far-off sea. A short way down the Fraser they met tribes who managed to communicate to them that dangerous peoples lived downriver, making any attempt to reach the sea impossible. Heeding their advice, Mackenzie's party turned westward again and struck out until they found the waters of the Bella Coola River. This they descended until they joyfully encountered salt water in what would later be known as Bentinck Arm of the Dean Channel. Unknown to them, Royal Navy Captain George Vancouver's ship and exploring longboats had passed by that point only forty-eight days earlier.

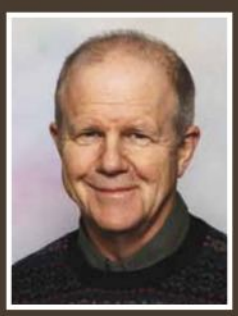
Mackenzie was determined to press on down the arm until he could see the open sea, but the expedition now encountered a flotilla of canoes bearing hostile warriors of the Heitsulk nation, who, possibly because of previous negative experiences with European visitors, would allow Mackenzie to descend no further. Faced with their menacing lances and drawn bows, Mackenzie landed to inscribe on a large rock with vermilion paint (a favourite trading commodity) the following inscription: "Alex Mackenzie from Canada by land 22nd July 1793."

A full ten years would elapse before the American Lewis and Clark expedition reached the Pacific farther south. The honour of first crossing the continent, in a voyage as bold as it was imaginative, would rest with Alexander Mackenzie, and he would be knighted for it in 1802, following the publication of his journals in 1801 that documented his extraordinary exploratory achievements.

Honoured and respected by colleagues and the public alike, Mackenzie's later years were happy ones. From 1804 to 1808 he served in the Lower Canada legislature, but he finally determined to return to Britain, where in 1812 he married a beautiful and wealthy young heiress, Geddes Mackenzie. With a secure financial situation, the couple entered into a pleasant way of life that saw their time divided between homes in Scotland and London.

MACKENZIE DETERMINED TO DO WHAT NO EUROPEAN NORTH OF MEXICO HAD DONE, WHICH WAS TO CROSS THE CONTINENT TO GET TO THE PACIFIC OCEAN.

Mackenzie was taken by Bright's disease (a chronic kidney malfunction) in 1820, when he was fifty-six. It had been not been a long life, but it had been an adventurous one full of rewards. In the achievements of reaching both the Arctic and the Pacific oceans in such a singular manner, it is my opinion that this red-haired Scot of pluck — and luck — deserves the title of Canada's greatest explorer.



VICTOR SUTHREN is a writer, seaman, and historian who specializes in North American colonial history. A former Canadian Parks Service historian, Suthren joined the Canadian War Museum in 1975 and served as its director general from 1986 to 1997. He has written thirteen books, including, most recently, *The Island of Canada*, a study of Canada's relationship with the sea. An experienced "tall ship" sailor, Suthren is presently a town councillor for the municipality of Merrickville-Wolford, Ontario, where he and his wife, Lindsay, are residents. His hobbies include sailing, kayaking, cross-country skiing, and amateur theatrical performance.

ROBERT CARTER

DAVID THOMPSON

The fur trader who mapped most of Canada.

by Bill Moreau

To champion David Thompson as Canada's greatest explorer appears an uphill climb. It was primarily as a fur trader that Thompson passed his long career in western Canada, from his arrival as a fourteen-year-old Hudson's Bay Company apprentice to his retirement to Montreal in 1812.

The demands of business afforded him little time for journeys of discovery. But explore he did, most notably between 1807 and 1812, while, as a wintering partner of the North West Company, he extended the trade across the Continental Divide.

Knitting together a network of routes through the Columbia Plateau in present-day Washington, Oreogn, and Idaho, Thompson linked posts on the Upper Saskatchewan River with the Pacific Ocean by way of the Howse and Athabasca passes, determined the course of the entire Columbia River, and, in 1811, made a dash to Astoria, Oregon, at the mouth of that great waterway.

Thompson's realization of the dream of a transcontinental passage for commerce is a fine achievement; as for exploration, though, his every step (or dip of the paddle) traced a well-travelled Aboriginal route, and he did not so much forge a path through the land as proceed where tribal people permitted him to go.

Perhaps his one truly original piece of exploration was a harrowing 1796 journey for the Hudson's Bay Company, in which he traced the length of the Fond du Lac River, from Wollaston Lake to the east end of Lake Athabasca (in present-day northeast Saskatchewan), attempting to open a route to the fur riches of the subarctic; yet this was an utterly fruitless venture, the way so impractical that it would not be travelled again until almost a century had passed.

Is Thompson's modest claim enough to place him in the company of Samuel de Champlain, Samuel Hearne, Alexander Mackenzie, or John Franklin, who daringly ventured forth into lands entirely unknown to Europeans?

Perhaps not on these terms. And yet, this model of exploration may be too narrow; greatness as an explorer can be achieved on a more ample stage, when we remember that to *explore* means not only to traverse a place in order to make discoveries but also to *inquire*, *investigate* and *examine*.

In this broader sense, Thompson's pre-eminence is clear. No other Canadian explorer travelled with the same spirit of inquiry and sense of wonder, or, crucially, combined these qualities with the ability to communicate his vision to others. Thompson didn't merely travel; he also surveyed, measuring the land as he proceeded through it and staying up deep into the night to observe the heavens (his slumbering companions often suspected him of divination).

He then used these surveys to create the finest Canadian maps of his generation, ones that would be in use for decades. His greatest achievement in cartography, his "great map" of 1815, provides an expansive view of the lands from Hudson Bay to the Pacific Ocean and from the Missouri River basin to the Athabasca region. In central and eastern Canada, his surveys and map-making extended to the Great Lakes, Muskoka, and the Eastern Townships. He knew our nation deeply, because he spent years literally plotting it out.

Even greater and more lasting achievements, and the fitting companions to his maps, are the volumes of writings he left behind, most notably the *Travels* narrative.

In prose that balances scientific precision and a poetic imagination, Thompson explored an encyclopedic range of topics, from the formation of basalt and the habits of the Northern Pacific rattlesnake to the vocabulary of the Salish language and the voracious appetite of the French-Canadian voyageur. Thompson's writing reveal a profound understand-

ing of the geography, natural history, and people of this land to an extent unmatched by his peers. Gathering thousands of discrete observations, he wrote an appreciation of the great regions of the West: the Great Plains, the Canadian Shield, the Hudson Bay Lowlands, and the Cordillera, each seen as a providential system of landforms.

He also wrote about the frustrations of taking measurements without proper instruments: "To ascertain the height of the Rocky Mountains above the level of the ocean had long occupied my attention, but without any satisfaction to myself." He asked the North West Company to provide a mountain barometer. After a rough journey by canoe, the barometer finally arrived, "broken to pieces." A second one Thompson ordered met the same fate.

His investigation of the natural world operated on the microscopic scale, too — he observed a mosquito biting his arm with enough care to discern that its proboscis is "composed of two distinct pieces; the upper is three sided, of a black color, and sharp pointed, under which is a round white tube, like clear glass, the mouth inverted inwards."

A lesser explorer would have slapped.

Thompson was an explorer of First Nations traditions, and he regarded the Native peoples among whom he travelled and worked as members of distinct and rich cultures. With the help of his wife, Charlotte Small, herself born of a Cree mother, Thompson came to know and value Algonquian cosmology. He wrote with sympathy of Native ways of understanding natural phenomena such as goose migration: "The question arises, by what means do the wild geese make such long journeys with such precision of place; the wise, and learned, civilized man answers, by Instinct, but what is Instinct: a property of mind that has never been defined. The Indian believes the geese are directed by the *Manito*, who has the care of them. Which of the two is right?"

Thompson was also humble enough to fall silent before the reproach of a tribal companion: "You white people, you look like wise men and talk like fools."

Even the mysteries of his own psyche provided a field for Thompson's exploration. He famously described his passage to adulthood and its responsibilities as a game of draughts with the Devil, in which he repeatedly bested Satan on the checkerboard: "My eyes were open," he wrote, "it was broad day light, I looked around all was silence and solitude: Was it a dream, or was it a reality? I could not decide." This explorer had the courage to journey inward, even as he journeyed forth.

HE USED HIS SURVEYS TO CREATE THE FINEST CANADIAN MAPS OF HIS GENERATION, ONES THAT WOULD BE IN USE FOR DECADES.

Thompson's greatness is not to be measured in miles alone, though these are many. Rather, he is great because he explored as much with his mind and pen as with his feet. And he still has something to say to us today, for his readings of our country and its people are as fresh and topical now as when they were made.

While his tracks are no more, he continues to guide us through this land.

BILL MOREAU is the editor of the three-volume *Writings of David Thompson* (The Champlain Society and McGill Queen's University Press). The first volume was published in 2009 and the second will appear next year. Moreau teaches Grade 5 at Dunlace Public School in North York, Ontario, and has worked as a sessional lecturer at the University of Toronto Scarborough. In 2011 he was a contestant on *Jeopardy*, amassing a total of one dollar. He lives in Woodbridge, Ontario, with his wife, Daiana, and their children.

ROBERT CARTER

JANE FRANKLIN

The travel-hungry woman who orchestrated the exploration of the Arctic.

by Ken McGoogan

It is a commonplace in the history of polar exploration," the explorer Vilhjalmur Stefansson wrote, "that the greatest advance in our knowledge of the region to the north of Canada resulted not from the life work of Sir John Franklin, but from his mysterious disappearance and the long series of expeditions that went out in search of him."

Few contemporary experts would challenge that assessment, which Stefansson offered in 1921 in *The Friendly Arctic: The Story of Five Years in Polar Regions*. But what exploration aficionados fail to appreciate, even today, is how completely that search depended on Franklin's widow.

Jane, Lady Franklin, as she is properly called, never set foot in the Canadian Arctic. But by orchestrating an unprecedented twelve-year search for her husband, she contributed more to the discovery and mapping of northern North America than any male explorer.

In the beginning, I found this hard to accept. In *Fatal Passage: The Untold Story of John Rae, the Arctic Explorer Who Discovered the Fate of Franklin*, I depicted Jane Franklin as a devious, dislikeable woman who destroyed the reputation of the explorer I most admired. Yet, even as I wrote, I found myself wanting to know more about this Victorian who, having seemingly stepped out of a Jane Austen novel, could enlist the aid of Charles Dickens, lay waste to the careers of extraordinary men, and create a mythical hero out of a mediocrity.

With more research, and as I began to understand the barriers women faced in nineteenth-century England, I found my attitude changing. At that time, a woman's place was in the home. Men could attend Oxford or Cambridge and go on to build careers and reputations, but the respectable options for women were limited to marriage and motherhood.

Born in 1791, the spirited, travel-hungry Jane Griffin refused to marry until, in Sir John Franklin, she discerned a figure whose title would open doors for her in the great wide world. In the early 1830s, when Franklin took charge of a naval ship in the Mediterranean, she went briefly to visit him ... and then, as Lady Franklin, kept travelling.

Everywhere a woman could possibly go, there Jane Franklin went. The Nile River, Egyptian pyramids, the Greek ruins of Delphi, the sacred rivers of India, the recently ravaged Crimea, the Hawaiian harbour in which James Cook met his end — no Victorian, male or female, and precious few people of any time or place, had ever visited so many sites of historical significance.

Lady Franklin rode a donkey into Nazareth. She climbed mountains in Europe, North America, Africa, and Australia. She became the first European woman to journey overland from Melbourne to Sydney and the first to beat her way through the Tasmanian bush to Macquarie Harbour. She rode elephants in Rajasthan, scrambled up volcanoes in Hawaii, and, at age seventy, circumnavigated the globe in steamers and rough sailing ships. Acutely aware that her travelling challenged Victorian notions of respectability, Jane Frankin kept it quiet. But mile for mile, country for country, she was certainly one of the greatest woman travellers of the nineteenth century.

She was also a woman of influence. In 1837, Jane Franklin pulled strings to get her husband appointed lieutenant-governor of Van Diemen's Land (now Tasmania), the penal colony south of the Australian mainland. He failed to cope effectively and got recalled. In a bid to redeem their joint reputation, Lady Franklin secured for Sir John the opportunity of a lifetime — leadership of a Royal Navy expedition destined, supposedly, to solve the centuries-old riddle of the Northwest Passage.

In 1845, with two state-of-the-art ships and 128 men, John Franklin disappeared into the frozen North. Now Lady Franklin showed what she was made of. Driven by guilt and ambition, she badgered the Admiralty into dispatching ships to locate him. She financed voyages through public subscrip-

tion and paid for others out of her own pocket. She convinced American shipping magnates to sponsor expeditions.

In *Lady Franklin's Revenge*, I tell the story of how, denied a role in a sexist society, Jane Franklin took revenge by seizing control of that most masculine of enterprises, Arctic exploration, and shaping it to her own ends.

Over the course of a dozen years, thirty-five expeditions sailed in search of Franklin, most of them British, a few American. While exerting an indirect influence on all, Jane Franklin personally originated eleven expeditions. And of the eleven she organized, financed, or instigated, five made singular contributions to the charting of the Canadian Arctic: one each led by John Rae, William Kennedy, Edward Inglefield, Elisha Kent Kane, and Francis Leoplod McClintock.

• John Rae: Overland and small boats expedition (August 2, 1850, to September 26, 1851). Having failed in a first attempt to reach Victoria Island in an Admiralty-sponsored search (1847–49), Rae was on the Mackenzie River heading for London when the Hudson's Bay Company ordered him to turn around and resume searching. This order came as a direct result of pressure from Lady Franklin, who also sent a flattering letter of advice and encouragement to the explorer himself. Rae charted the southern and eastern coasts of Victoria Island, then unknown to map-makers, trekking 1,740 kilometres on snowshoes and sailing 2,220 kilometres in small boats.

• William Kennedy: *Prince Albert* (May 22, 1851, to October 7, 1852). Kennedy's expedition was organized by Jane Franklin and financed through public subscription. Kennedy disobeyed Lady Franklin's instructions to search the area where Franklin perished. But with Joseph René Bellot, he did discover Bellot Strait, which runs between Boothia and Somerset Island and marks the northernmost extremity of continental North America.

• Edward Inglefield: *Isabel* (July 10 to November 4, 1852). Inglefield's effort was also organized by Jane Franklin and financed through public subscription. Inglefield sailed farther up Smith Sound than any previous explorer. He charted over 1,600 kilometres of coastline and opened up a new area for exploration.

• Elisha Kent Kane: *Advance* (May 30, 1853, to October 1855). This American expedition was financed by Henry Grinnell as a result of lobbying by Lady Franklin. Kane sailed into Smith Sound beyond Inglefield's farthest point and visited "the northernmost land ever trodden by a white man." He mapped Kane Basin, discovered Kennedy Channel, and pointed the way for the subsequent race to the North Pole.

SHE CONTRIBUTED MORE TO THE DISCOVERY OF NORTHERN NORTH AMERICA THAN ANY CELEBRATED EXPLORER.

• Francis Leopold McClintock: *Fox* (July 2, 1857, to September 21, 1859). Organized by Jane Franklin and financed through public subscription, McClintock's voyage confirmed the news John Rae had brought of the fate of the lost Franklin expedition and also Rae's 1854 discovery of what is now called Rae Strait. He charted over thirteen hundred kilometres of coastline and so completed the mapping of the northern coast of North America.

Jane Franklin was compelled to act by proxy, and through surrogate males. In this way she contributed more to the discovery of northern North America than any celebrated explorer. Of all individual contributions to Arctic exploration, the greatest was that of Jane, Lady Franklin.

KEN MCGOOGAN recently crossed Canada by VIA Rail while promoting his eleventh book, *50 Canadians Who Changed the World*. His previous works include four about Arctic exploration, among them *Fatal Passage* and *Lady Franklin's Revenge*. In 2013, to mark the bicentenary of explorer John Rae, Ken gave presentations in Calgary, Hamilton, Edinburgh, and Stromness, Orkney, where he served as writer-in-residence. McGoogan teaches creative nonfiction at the University of Toronto (online) and also at the University of King's College, Halifax.

ROBERT CARLER

ROBERT BYLOT

An early explorer of the Northwest Passage, Bylot received little credit for his achievements.

by Douglas Hunter

Explorers often became famous by carefully grooming their own celebrity. In contrast, my contender for Canada's greatest explorer, Robert Bylot, was one of the worst self-promoters in the annals of discovery. Where other adventurers published weighty, self-congratulatory accounts of their exploits, we know virtually nothing about Bylot's life and the barest details of his voyages. His voice endures only through the dubious distinction of his having been interrogated about (and tried for) the Henry Hudson mutiny of 1611, in which his complicity has never been clear.

What little we do know about Bylot's explorations of the Canadian Arctic and subarctic in the early seventeenth century makes him almost peerless in the sheer expanse of territory he covered. And, unlike numerous more celebrated explorers, Bylot wasn't led around by indigenous guides. He sailed from Davis Strait along Hudson Strait, west to Foxe Inlet, into Hudson and James bays, and south to Rupert's Bay at 52° north latitude. He surveyed the circumference of Baffin Bay, north to Smith's Sound above 77° north latitude.

While nineteenth-century explorers like Edward William Parry also saw a considerable amount of the Arctic Archipelago, Bylot did so over the course of five often-harrowing voyages in just seven years between 1610 and 1616. Moreover, scientific navigation was in its infancy, and the chances of perishing were much higher.

Bylot's background is a mystery. We first meet him as a crew member on Hudson's fateful *Discovery* voyage of 1610–11, which was commissioned by England's East India Company. Hudson thought enough of Bylot's skills to send him ashore at East Digges Island at the northern end of Hudson Bay to observe tidal currents, which were thought to be an important clue to the direction of the Northwest Passage. After the *Discovery* endured a winter in southern James Bay, the increasingly erratic and secretive Hudson chose Bylot as his new master's mate, only to replace him with an illiterate crew member as Hudson began a promised return to England. A few weeks later, mutiny erupted. While Bylot seems not to have been a ringleader, he certainly went along with it and shared a fractious command in getting the *Discovery* home.

Bylot and other survivors probably avoided trial because they were considered invaluable to the continued search for the passage. In 1612, he and two other members of Hudson's voyage joined the expedition of Sir Thomas Button to Hudson Bay. The *Discovery* and another ship, the *Resolution*, spent a miserable winter at the mouth of the Nelson River on the western shore of the bay. The *Resolution* was destroyed by ice, and an untold number of men perished. Button would recall that he had only eight able men to bring the *Discovery* home; Bylot was one of them.

The *Discovery* was back seeking the passage in 1614 under the command of Button's cousin, William Gibbons. Little is known about this voyage, but Bylot apparently participated. The Gibbons expedition was a failure; the *Discovery* limped home after being trapped in Labrador Sea ice for several weeks.

In 1615, Bylot was promoted to master of the *Discovery* and commander of the passage search. He formed a working partnership with his mate and pilot, William Baffin, a former chief pilot in the English whale fishery around Svalbard (an archipelago above the Arctic Circle north of mainland Norway) who also had experience in Greenland. They made a careful survey of Hudson Strait along the south coast of Baffin Island and probed the waters to the west that would be known as Foxe Strait and Foxe Inlet. Baffin correctly concluded that there was no way through to Asia by that route.

In 1616, Bylot and Baffin were sent out again. This time,

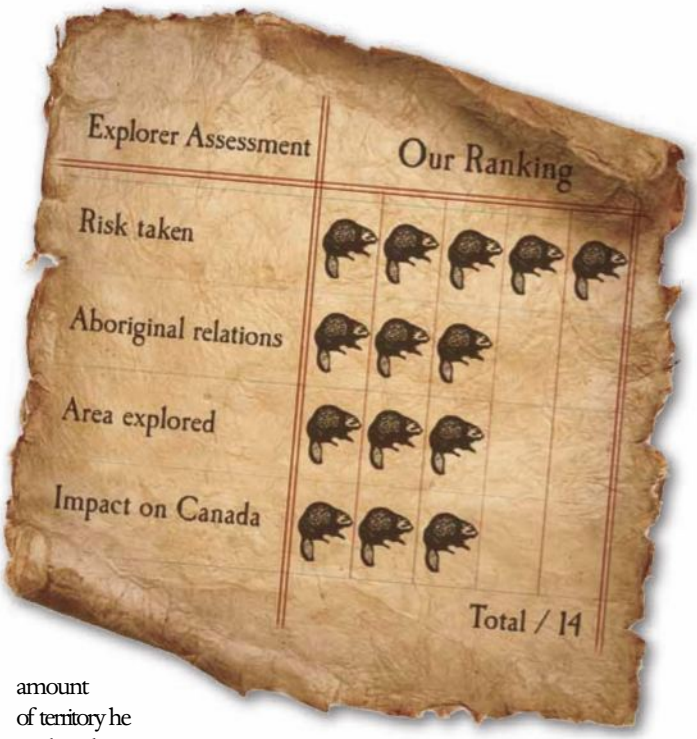
they were to sail up Davis Strait and then turn west, a strategy that was supposed to take them to Japan. No such passage awaited them, but in carrying out their orders they circumnavigated Baffin Bay. Their northernmost progress, into Smith's Sound between Ellesmere Island and Greenland, reached around 77°5' north latitude, a feat that would not be repeated until 1852.

The only surviving records from the 1615 and 1616 voyages involve Baffin, and the ample evidence of his exceptional navigational skills earned him the admiration of nineteenth-century passage-seekers. Not surprisingly, Baffin's name, not Bylot's, would resonate from those voyages. Baffin got his name on two major features, Baffin Island and Baffin Bay, whereas Bylot was memorialized only by a small island on the northeast side of Baffin Island, at the entrance to Lancaster Sound, and by Cape Bylot, a headland on Southampton Island named in his honour by Parry in 1821. When the British Admiralty launched a fresh passage search in 1818, it was Baffin's observations and reputation that were foremost in consideration. Bylot was all but forgotten.

Bylot's exploration career ended just as it was on the brink of a major breakthrough. He and Baffin skirted the mouth of Lancaster Sound in 1616, but Baffin concluded that it was another dead end. For all we know, Bylot agreed, and they declined to probe it. Baffin was terribly wrong: Lancaster Sound would prove to be the elusive eastern passage entrance.

Back home, Baffin pronounced the passage search hopeless. The investors concurred, and Bylot evidently lost the protection he had enjoyed from prosecution for the Hudson mutiny. Interrogated in 1617, Bylot hotly denied (among other things) that shots had been fired at Hudson and his fellow castaways to keep them from following the *Discovery*, or that "he took any ring out of Hudson's pocket, neither ever saw it except on his finger, nor knows what became of it." In 1618, Bylot and three other survivors stood trial for murder, as mutiny at the time was a crime limited to navy vessels (the *Discovery* was owned by the East India Company). All four were found not guilty and walked free, never to be heard from again.

Bylot's achievements extend beyond the extraordinary amount of territory he explored. He never lost a single man on his two voyages with Baffin, which was an exceptional performance. In his 1615 journal, Baffin praised Bylot "as a man well experienced" in Arctic navigation, and he deferred to Bylot on assessing ice hazards.



BYLOT'S EXPLORATION CAREER ENDED JUST AS IT WAS ON THE BRINK OF A MAJOR BREAKTHROUGH.

Bylot also demonstrated an uncharacteristically benign attitude towards the Inuit, seeking contact with them and treating them well. Despite fatal clashes with the Inuit at East Digges Island during the 1610–11 Hudson and 1612 Button voyages, Bylot (who was along on both) apparently never faulted the Inuit for the losses of English lives. Nor was Bylot a colonizer or a merchant's employee determined to extend a commercial empire. Bylot had no interest in subjugating the people he met or the lands they occupied: His goal was a sea route to Asia's riches. In a history of exploration rife with the exploitation of indigenous people, that should count for something.

DOUGLAS HUNTER has written three books about North American exploration. *God's Mercies* revealed the traumatic intersection of the careers of Henry Hudson and Samuel de Champlain and was a finalist for the Writers' Trust Non-Fiction Prize and the Governor-General's Award for Literary Non-Fiction. In *Half Moon*, Hunter wrote about Henry Hudson's 1609 voyage. And *The Race to the New World* looks at the parallel lives of Christopher Columbus and John Cabot. Hunter is a doctoral candidate in history at York University, a Vanier Scholar, and Canada's 2012 William E. Taylor fellow.

ROBERT CARTER

SAMUEL DE CHAMPLAIN

This early French explorer made a huge impact in shaping Canada.

by Jacques Lacoursière

Samuel de Champlain — the Father of New France — explored a vast portion of eastern North America. He sailed part of the Atlantic seaboard, travelled up the Richelieu River, and discovered the lake that now bears his name. He also navigated the Ottawa River, reaching the Great Lakes region, and the country then known as Huronia.

Champlain first sailed to New France in 1603 as a geographer and cartographer. He chronicled this initial voyage in the first of his writings, *On Savages, or the Voyage of Samuel Champlain, of Brouage*.

After a brief stay near Tadoussac (at the confluence of the Saint Lawrence and Saguenay rivers) Champlain made his first major exploration inland, travelling some distance up the Saguenay, a river Jacques Cartier had seen in 1535 but had not tried to navigate. Owing to information provided by the Aboriginals, Champlain had an idea of the vastness of the Saguenay before he set out.

Indeed, like explorers who came before and after him, Champlain relied heavily on Native knowledge. During his first voyage, he learned to appreciate the advantages of the birchbark canoe. When faced with negotiating the Lachine Rapids (also called the Saint-Louis Rapids), Champlain wrote, in *On Savages*: "To imagine that any boat can traverse these rapids is in vain. But whosoever might wish to pass them should be equipped with the canoes of the savages, which one man can easily carry…."

In the first volume of his *Histoire de la Nouvelle-France*, historian Marcel Trudel sums up the 1603 voyage as follows: "The entire upper St. Lawrence waterway was mapped, with measurements quite closely approximating actual distances."

Champlain would not return to the St. Lawrence Valley for several years. In the meantime, his services were retained in Acadia by Pierre Dugua de Mons' company. A new settlement was established at Saint Croix Island, now part of the state of Maine. From there, Champlain felt compelled to explore the Atlantic coast.

He wrote: "I set out from Saint Croix on September 2 with a *patache* [sailing vessel] of seventeen or eighteen tons, twelve sailors, and two savages, to serve us as guides to the places with which they were acquainted." The group sailed partway up what their guides called the "river of Pentegoüet" (the current-day Penobscot River). Champlain's party returned to Saint Croix to spend a harsh winter. Many lives were lost to scurvy.

A decision was made to relocate the small colony to somewhere more habitable. The site chosen was Port Royal, now Annapolis Royal, in Nova Scotia. De Mons eventually returned to France, while Champlain remained in the new settlement.

In 1608, Champlain set off to found a new trading post at present-day Quebec City — thus making his mark as the founder of New France. From Quebec City, he went on several expeditions. In 1609, he travelled south to help New France's Native allies in their war against the Iroquois.

He travelled up the Iroquois River (which was renamed the Richelieu River shortly after the death of Cardinal Richelieu in 1642) and discovered a lake in present-day New York state that was later named in his honour. The expedition against the Iroquois marked the beginning of a war that would ravage the St. Lawrence colony for several decades.

In 1613, Champlain set out to find the "northern sea" — the hoped-for Northwest Passage that was to provide a quick route to the riches of the Orient. His journey up the Ottawa River was based on accounts he had heard from Nicolas de Vignau, who had spent time with the Algonquin to learn their language and customs. De Vignau told Champlain that the sea was located at the upper end of the Ottawa River.

However, when the party met up with Tessouat, an Algon-

quin chief, the chief challenged Vignau's story. Champlain called Vignau a liar, and that was the end of Champlain's journey to the northern sea. (However, historian Marcel Trudel believes Vignau's story of reaching present-day Hudson Bay is not only plausible but highly likely.)

Champlain's final major journey was to Huronia in 1615. He travelled up the St. Lawrence to Quebec City, then took the Rivière des Prairies and continued up the Ottawa River, which he called the "River of the Algonquins." From there, he entered Lake Nipissing and the French River, and finally he reached Lake Huron, which was then called "Lake of the Attigouautans."

In his writings, he described what drove him to make his journeys of exploration: "The extreme affection in which I have always held the discoveries in New France made me increasingly keen to traverse the lands to finally acquire a complete knowledge of the country, by means of the rivers and lakes that abound in great numbers, and also to become familiar with the tribes who live on these lands, for the purpose of bringing to them knowledge of God."

Champlain named present-day Lake Huron "Mer douce," or Freshwater Sea, and he was surprised to find that there were many people living along its shores. He visited five of the more important villages, which were each enclosed with palisades of wood.

"The small tract of country which I visited is thickly settled with a countless number of human beings, not to speak of the other districts where I did not go, and which, according to general report, are as thickly settled or more so than those mentioned above." While Champlain was keen to convert the Native people, he was also interested in learning from them. He spent the winter of 1615–16 among the Hurons, observing and recording the details of their everyday lives. Champlain's attitude towards Aboriginal people was relatively enlightened for his time — he proposed French-Native intermarriage so that the two races could become "one people." Young French men were sent to live among the Natives — the result was the beginning of a Métis population.

Champlain was a prolific writer and cartographer — a map completed just before his death in 1635 gives a detailed picture of North America from the northern regions south to Virginia and from Newfoundland as far west as Lake Superior. The records he left behind hold a wealth of information and are relevant to this day.

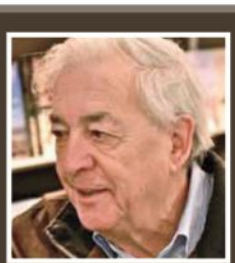
WHILE CHAMPLAIN WAS KEEN TO CONVERT ABORIGINAL PEOPLE, HE WAS ALSO INTERESTED IN LEARNING FROM THEM.

He was also a tireless transoceanic traveller at a time when sea voyages were perilous. In addition to the extensive journeying he did in the West Indies and South America as a young man, Champlain completed a dozen round-trip voyages between France and the New World. While in France, he lobbied incessantly for the cause of New France.

And in founding a distinct French nation that held out against English domination for more than two centuries, Champlain helped ensure that Canada remained distinct from its American neighbour to the south.

There is no doubt that Champlain was an explorer of great significance, certainly the most important explorer in the history of Canada.

Go to **CanadasHistory.ca/RankExplorer** to rate your favourite explorer.



JACQUES LACOURSIÈRE is recognized as Canada's best popularizer of Quebec history. He is a recipient of the Pierre Berton Award, has consulted on history education and curriculum reform in Quebec, and is co-author of *Boreal Express*, a journal of the history of Canada and Canada-Quebec. But he is perhaps best known for his many contributions to radio and television as well as his remarkable series *A Popular History of Quebec*. He was made a Knight of the National Order of Quebec in 2002 and in 2006 he became a Member of the Order of Canada.

TOO BIG TO FILM

Why are so few Canadian-made history programs on TV?

BY CHARLOTTE GRAY

In the distance, four clumps of tiny figures struggled upward in different directions through thick snow, then crouched down and started digging. I stood one kilometre away, on the opposite side of a vast snowy bowl, straining to see what they were doing. Above the figures, the rocky upper slopes of Alberta's Fortress Mountain, near Kananaskis, loomed out of the cloud; the summit was hidden. Close to me, three camera crews — each member wearing an avalanche transponder and a thick down coat — waited. And waited. And waited.

Instructions from the director crackled out of walkie-talkies. The icy wind made my eyes water. Having focused and buried small GoPros — light, durable video cameras — in protective containers, the distant figures finally made their way down to the base of the slope and roared out of danger on snowmobiles.

The countdown began: "Five, four, three …." When it ended, the silence was briefly overpowering. I stared up at the peak opposite. And then, as a black cloud billowed upwards, tons of snow cascaded down the rock face, and, with a roar, buried the slope and valley below. Although safely removed

Actor Richard Madden as goldseeker Bill Haskell on the set of *Klondike*.

DAN POWER/DISCOVERY COMMUNICATIONS

from the avalanche, we found ourselves in a swirling snowstorm.

My 2010 book on the 1890s Klondike gold rush, *Gold Diggers*, is being adapted for television, and Scott Free productions invited me to visit the set in April 2013. The series, entitled *Klondike*, will be shown on the U.S. Discovery Channel in early 2014. A cluster of well-known actors, including Sam Shepard, Richard Madden, and Tim Roth, are playing the Klondikers I wrote about. In my book, I interwove real-life stories drawn from original memoirs, letters, and diaries; scriptwriter Paul Scheuring has reshaped the material, injecting some fictional elements but sticking close to the authentic details of Klondike madness.

During the rush, more than fifty thousand people went north to flee the economic depression that swept through North America in the 1890s. Hoping to strike it rich, they made a nightmare journey up the inhospitable north Pacific Coast, over the savage St. Elias Mountains, and across the icy wastelands of the Yukon. Most returned empty-handed but never forgot the experience.

I've often wondered why Canadians get so little televised history. Of course, money is a large part of the issue. The national broadcaster's budget has been squeezed relentlessy for years.

On the production set, I was watching the recreation of a grisly event: an avalanche that in April 1898 swept down the Chilkoot Pass in the Yukon, burying scores of Klondikers in up to fifteen metres of snow and killing sixty of them. One hundred and fifteen years later, the avalanche footage captured by the three camera crews and four buried cameras would be superimposed on footage shot the previous day in exactly the same area.

CHARLOTTE GRAY

Above: Part of the set from the American television series *Klondike*.

Right: Canadian author Charlotte Gray on the set of *Klondike* in April 2013.

To view a 1957 Canadian film about the Klondike, go to **CanadasHistory.ca/KlondikeFilm**

The earlier shot had brought to life an image that sends shivers down my spine: the thin, dark diagonal line of men bent double under heavy backpacks in Eric Hegg's primal panorama of the great gold rush. Hegg's photograph conveys all the sweaty hope and despair of prospectors, gamblers, and dreamers as they struggle over the Chilkoot Pass towards the goldfields. But television audiences require action. So, as fifty extras toiled up the faux Chilkoot Pass, the director gave them the cue to turn, scream, and start running and tumbling down the mountain. When the two scenes shot several hours apart are blended together, the results should be horrifying.

I've often wondered why Canadians get so little televised history. Of course money is a large part of the issue: The national broadcaster's budget has been squeezed relentlessly for years, and private broadcasters prefer to buy programs cheaply from elsewhere rather than produce homegrown documentaries or dramas. This six-hour *Klondike* miniseries will cost $25 million — far beyond Canadian budgets.

But is there a deeper problem? Are our creators defeated by the immensity of our landscape? Calgary writer Chris Turner spent three months in Berton House, the Dawson City writers residence run by the Writers Trust of Canada. He describes the Yukon as "lethally unforgiving … the weather is trying to kill you, the landscape intends to evict you." It can render all of us tiny figures in a snowy waste. Pierre Berton himself is one of the few Canadian authors who attempted to pin that brash, epic landscape onto paper.

In Britain, historian David Starkey draws on a parade of colourful monarchs for his television documentaries, in which cameras linger on barren Yorkshire moors or sweep along rocky Cornish shores. Meanwhile, in the United States, Ken Burns enthralls PBS audiences with documentaries on subjects as varied as jazz, baseball, Prohibition, or the 1930s dust bowl. Burns tells epic stories through a combination of archival photography and footage of panoramic scenery.

By contrast, it is now thirteen years since Mark Starowicz's acclaimed series *Canada, A People's History* was shown. Since then historical pickings have been slim in Canada. Yes, we have seen the dramatic recreation of our first prime minister's constitutional struggles in *John A: The Birth of A Country* as well as period drama series such as *Murdoch Mysteries*. But these programs are usually shot on claustrophobically small sets with small casts. The War of 1812 triggered some half-hearted Canadian coverage recently, though PBS did a far better, more ambitious documentary on the subject.

I think this is about more than money. I think we are afraid of our history because it is so hard to contain. Dramas in our past and present (Quebec nationalism, First Nations rage, Islamist threats) remain too raw, too controversial. And so much of our history is driven by the forbidding vastness of our geography — lakes stretching as far as the eye can see, endless prairie under a lofty blue dome, mountain ranges rolling towards the horizon, and rivers so ferocious that you step backwards, intimidated by the powerful roar. Our land is literally larger than life, or at least larger than the lives of the different peoples who have settled and lived here.

No wonder Canadian novelists tend to stick to smaller canvases: family sagas, domestic dramas, urban detective stories. Or else they abandon the windswept magnificence altogether and set their fiction on the remembered landscapes of their childhoods in other countries.

If novelists duck the challenge, how much harder must it be for filmmakers, for whom an avalanche in the Rockies is not simply a literary device but a costly operation requiring skilled mountain guides, camera operators, dynamite — and a really good insurance policy.

CHARLOTTE GRAY

David Starkey Takes Note of England's Royal Heritage

In his sumptuous four-part series, *Music and Monarchy*, historian David Starkey examines how kings and queens have shaped the extraordinary legacy of British music.

With rare access to historical locations, Starkey explores the monarchy's unique contribution to England's rich cultural traditions for centuries.

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ROYAL BC MUSEUM, BC ARCHIVES

FREE THE ISLAND

With its long history of separatist movements, Vancouver Island could well have become Canada's eleventh province.

by Forrest D. Pass

Readers of the *Daily Colonist* who opened their papers on April 1, 1973, may have chuckled to see the front-page headline, "B.C.-ing you, Mainland." The story described an independent Principality of Vancouver Island, its economy subsisting on legalized gambling and postage stamp sales and its citizens swearing allegiance to the Queen's cousin, Princess Alexandra, as their sovereign. The article was so preposterous that it could only have run on April Fools Day.

Yet, less than forty years earlier, serious arguments in favour of provincehood for Vancouver Island — and perhaps even more drastic measures — had appeared in the columns of the same paper. In 1936 and 1937, in the midst of the Great Depression, a small but influential band of local politicians and businessmen looked to independence as the solution to all of Vancouver Island's economic woes. Under the banner of the Vancouver Island Provincial Association, they sought — and received — the support of municipal councils, chambers of commerce, and private citizens across the island. They also garnered international media attention for their quixotic campaign to "free Vancouver Island." The separation of Vancouver Island and British Columbia was not a new idea in the 1930s. It traced its origins back to the union of the old Crown colony of Vancouver Island with the mainland in 1866. Many people on the Island viewed that union as an unmitigated disaster. They worried that the population and economy of the mainland would overwhelm tiny Vancouver Island. Sir James Douglas, the island's former governor, wrote in his diary on the day of the union: "The ships of war fired a salute on the occasion — a funeral procession, with minute guns, would have been more appropriate to the sad melancholy event."

When B.C. joined Canadian Confederation to become a province in 1871, Victoria remained the capital — a source of continuing frustration to some mainlanders, who believed New Westminster or, after 1886, Vancouver should be the seat of government. In 1893, mainland businessmen plotted to declare independence from Victoria — they reportedly even created a paramilitary force to defend themselves. Another wave of separatist agitation came just after the First World War, with some unhappy islanders favouring a return to Crown colony status, or even annexation to the United States.

All of these separatist movements fizzled for lack of an influential and articulate leader. This changed in the mid-1930s, when island independence found its

Left: Bruce McKelvie's vision of Vancouver Island's future, as published in the *Daily Colonist* in January 1937.

Below: McKelvie, centre, with Frank Patterson, leader of the B.C. Conservative Party, left, and former Prime Minister R.B. Bennett, circa 1936.

ROYAL BC MUSEUM, BC ARCHIVES

Princes Louise, circa 1879, as the wife of Canada's Governor General. Some British Columbians wanted her to be the queen of Vancouver Island.

To listen to a podcast about today's movement to make Vancouver Island a province, go to **CanadasHistory.ca/VancouverIsland Province**

champion in Bruce "Pinkie" McKelvie, a muckraking journalist, popular historian, and political backroom boy. Born on Texada Island in 1889, McKelvie rose from humble beginnings as a small-town printer's apprentice through the ranks of British Columbia's newspaper establishment to become president of the legislative press gallery. McKelvie's interest in political, economic, and historical matters came together in his campaign for a "New Deal for Vancouver Island," which he outlined in a series of articles published in the *Daily Colonist* in 1935. McKelvie proposed that separate provincehood might be the solution to Vancouver Island's economic woes. Among other things, he envisioned Victoria as a playground for the wealthy — the Monte Carlo of the Western Hemisphere — and thought the provincial legislative buildings would make a nice casino. With British Columbia hard-hit by the Great Depression, no idea seemed too far out.

Certainly the initiatives of Premier Duff Pattullo's Liberal government did not go far enough for islanders. Pattullo put forward an ambitious program of public works projects dubbed the "Little New Deal" — patterned after American President Franklin D. Roosevelt's New Deal. But Pattullo's deal sounded like a bad deal to islanders, who thought it favoured the mainland. McKelvie denounced Pattullo as a member of "the Brazen Amalgamated Association of Wreckers of Responsible Government" who lavished investment and political patronage on mainlanders and exhibited a "contemptuous indifference" to the plight of his island constituents

McKelvie's newspaper columns struck a nerve. Local politicians, business and labour groups, and appreciative readers sent a stream of letters and telegrams encouraging McKelvie to take his message beyond the editorial page. Some urged him to push for separation from Canada entirely and a return to the status of a British colony. "We have nothing to lose and all to gain," wrote one supporter. "The British Government would at once realize the potentialities of this beautiful Island as a playground for the globe trotters."

Emboldened by the support he was receiving, McKelvie made his first move — mobilizing the Victoria branch of the Native Sons of British Columbia, a Masonic-style fraternal society that mixed social activities and secret rituals with historical preservation and political activism. McKelvie was a high-ranking member of the Native Sons, and his brethren were quick to call for a "better deal" at a special meeting in March 1936, and to strike a committee to research the question.

McKelvie went deep into the colonial past to explain Vancouver Island's woes. Before the 1866 union with British Columbia, the island had prospered, in part because Victoria had been a duty free port and a centre of British Pacific trade. McKelvie argued that uniting the two colonies was undemocratic and unconstitutional because the British government had done so over the objection of the island's House of Assembly. As part of British Columbia, Victoria lost its free port status, and its commercial decline was assured twenty years later with the selection of Vancouver as the terminus for the Canadian Pacific Railway.

McKelvie, so fascinated with the colonial period that he named his first-born son after Sir James Douglas, longed to return his island to its pre-union glory. To prosper again, Vancouver Island needed not only investment in public works, but also the restoration of free port status for Victoria and low taxes to encourage private investment.

McKelvie went on to found the Vancouver Island Provincial Association (VIPA), which sought provincehood as its sole objective. Other leaders of the association were Francis Winslow, a trust company manager, and Harold Despard Twigg, a former MLA for Victoria and McKelvie's longtime friend and political ally.

The association set out to transform the excitement generated by McKelvie's provocative articles into a viable political movement. Through the summer and autumn of 1936, islanders packed community halls to hear Twigg and McKelvie itemize the island's grievances. They distributed some four thousand copies of *The Problem of Vancouver Island's Future*, a four-page leaflet explaining VIPA's ideology and aims, and organized local branches of the movement in seventeen communities.

The separatists also founded their own newspaper. The first issue of the monthly *Island Advocate* appeared in November of 1936, under the peculiar patronage of British amusement park developer T.H. Eslick. Well-known for projects in India and Australia, the peripatetic Eslick was secretary of Victoria's Tourist Trade Development Association. Eslick saw tourism as a panacea for Vancouver Island's economic woes. Although he did not wish to be associated publicly with the separatists, Eslick promised to bankroll the publication and distribution of the *Advocate*. With Eslick's financial support behind them, the separatists hoped to distribute some 10,000 complimentary copies of the paper to the island's voters.

The idea of turning the island into a kingdom was not new. B.C. Premier Robert Beaven suggested as much in 1882.

By the spring of 1937, however, cracks were beginning to appear in the island separatist movement. Islanders began to argue among themselves." People who lived up-island became suspicious of the Victoria-based leadership. The *Nanaimo Free Press* had predicted from the very start that "the Island would take even less kindly to the domination of Victoria than they do to the domination of Vancouver."

The association was also in dire financial straits. The response to its public fundraising appeal was disappointing. With only a few hundred members scattered across the island, maintaining momentum proved difficult and costly. Meanwhile, Eslick reneged on his promise to fund the *Advocate*. Although the paper was revived under new management, it only survived for two more issues. Twigg's loans to the association accounted for most of its budget, and he was becoming increasingly frustrated with its inability to pay its bills. By July 1937, Twigg's patience ran out; he left the association.

The separatist movement's failure to present a clear vision for the island's future contributed to its collapse. It was vague about its objectives. Officially separatists advocated autonomy as a separate province within a united Canada. However, it never publicly rejected the possibility of a return to Crown colony status. This left their program open to outlandish speculation. By the winter of 1936–1937, rumours swirled that VIPA planned to proclaim a "Kingdom of Vancouver Island" and invite the Duke and Duchess of Windsor — the former King Edward VIII and his American bride, Wallis Warfield Simpson — to become their king and queen. The United Press syndicate picked up the story and it appeared in newspapers throughout North America.

Curiously, the idea of turning the island into a kingdom was not new. B.C. Premier Robert Beaven suggested as much in 1882 when the debate over where to place the terminus of the CPR reached a fever pitch. Beaven, who represented Victoria in the Legislature, asked Princess Louise, wife of the governor general, the Marquess of Lorne, if she would be interested in becoming the queen of an independent Vancouver Island.

When the notion of a separate kingdom resurfaced in 1937, the separatists increasingly became the target of ridicule. McKelvie's case for "Home Rule for Vancouver Island," published in *Maclean's* in March of 1937, was mocked in same issue of the magazine. "In our present mood we wouldn't worry if the quintuplets wanted to set up their own principality with Doctor Dafoe as Emperor," wrote the editor, alluding to Ontario's famous Dionne toddlers and their physician-guardian, Dr. Alan Roy Dafoe.

A year later, the April Fools Day issue of *The Ubyssey*, the student newspaper at the University of British Columbia, cast McKelvie as an aspiring dictator modeled after Adolf Hitler. The story had "Fuehrer McKelvie" occupying the Gulf Islands with a flotilla of rowboats, removing the islands' own flag and raising in its place the flag of independent Vancouver Island. The new flag depicted Swedish-bonr movie actress Greta Garbo saying "Ay vant to be alone." By this time VIPA was all but dead. If formally disbanded in late 1939.

McKelvie's fortunes also took a turn for the worse. His job as managing editor of the *Daily Colonist* ended in May of 1937 — McKelvie's inflammatory writings likely became too hot to handle for his newspapers bosses. He ran for both a provincial and a federal seat in 1937 but lost both times. Blacklisted by the Pattullo government, McKelvie was unable to find regular employment. He distanced himself from Vancouver Island separatism and from politics generally and devoted his energy to his historical research and writing. He eventually retired to Cobble Hill on Vancouver Island, where he died in 1960. Mount McKelvie and McKelvie Creek are named in his honour.

The Depression-era separatist excitement on Vancouver Island was neither the first nor the last time in Canadian history when separation was mooted as a remedy for regional grievances. Quebec's separatist movement is, of course, the most prominent example. Over the years, Nova Scotia, Newfoundland, northern Ontario, Manitoba, Saskatchewan, Alberta, and the British Columbia mainland have all spawned their own, usually isolated and short-lived, separatist movements.

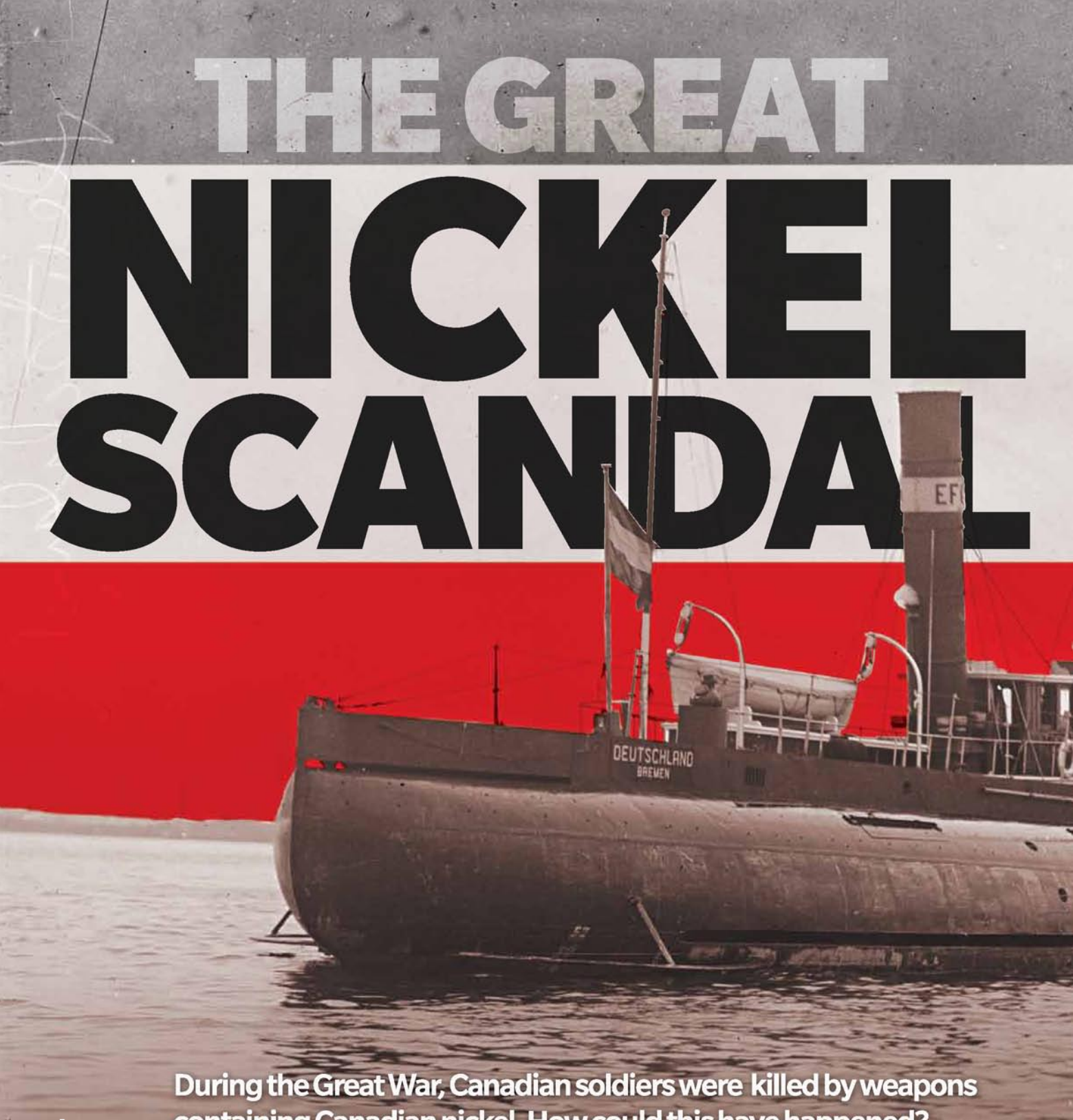
But on Vancouver Island the idea of independence never seems to die. As recently as the summer of 2013, environmental activists Laurie Gourlay and Scott Akenhead, received national press coverage for their Vancouver Island Province movement. They hope for a referendum that would see the island declared a province by 2021, the 150th anniversary of B.C.'s entry into Confederation.

If "Pinkie" McKelvie were alive today, he would be watching with great interest.

NATIONAL MEDIA MUSEUMS

Edward VIII and his wife, Wallis Simpson, on holiday in Yugoslavia in 1936. After Edward's abdication of the British throne later that year, there were rumours he would become Vancouver Island's new king.

THE GREAT NICKEL SCANDAL



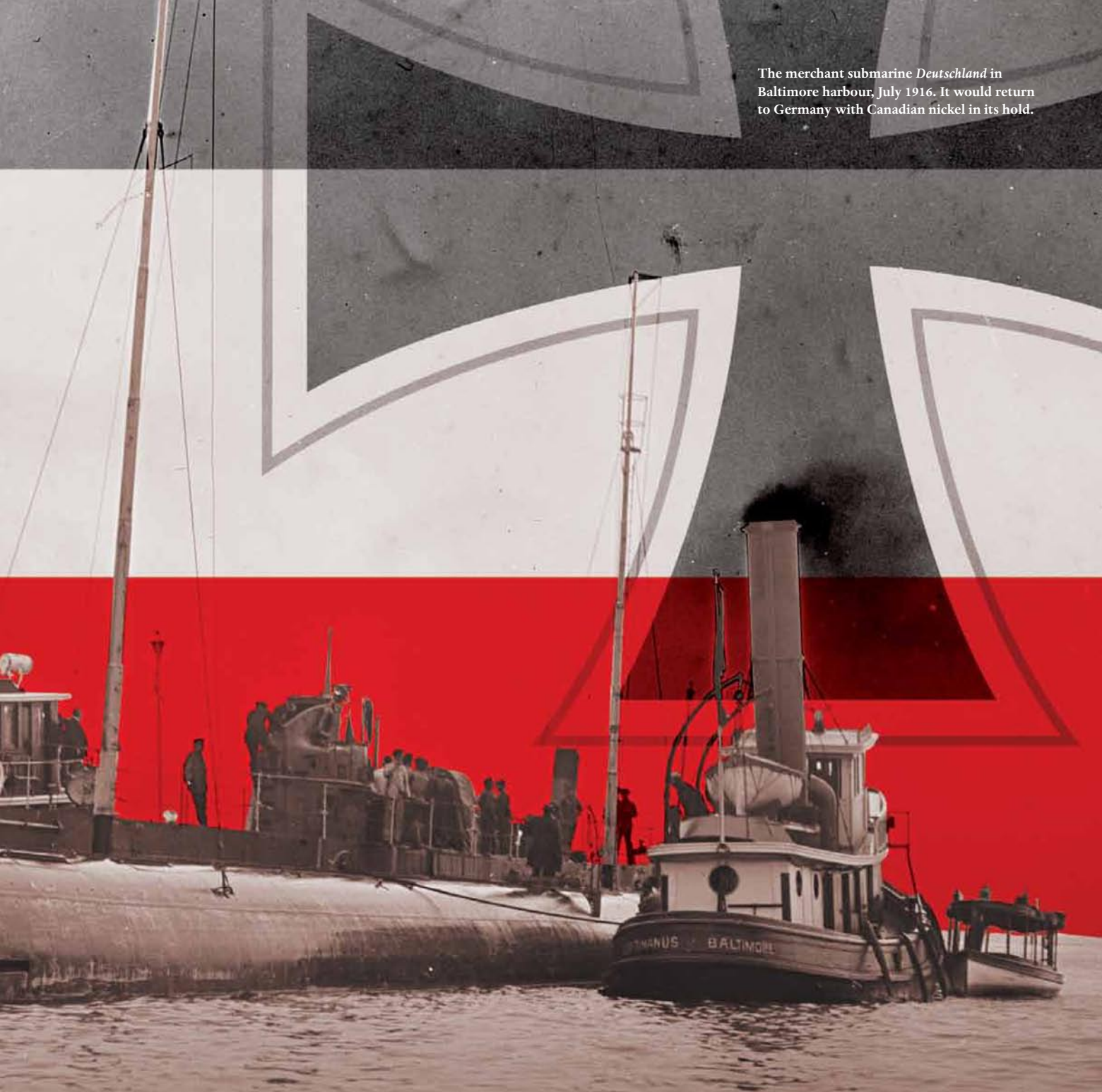
LIBRARY OF CONGRESS/IMAGE ALTERATION BY JAMES GILLESPIE

During the Great War, Canadian soldiers were killed by weapons containing Canadian nickel. How could this have happened?

by Daryl White

In July of 1916, as the Battle of the Somme was raging in Europe, a German cargo submarine quietly slipped into a harbour in Baltimore to pick up a load of Canadian nickel. The metal was destined for Germany to fuel the war machine of Canada's enemies. Astonishingly, no one stopped the crew of the *Deutschland* as the cargo was loaded — the United States was at this point of the war still neutral. And no one was able to halt the sub it as it made its way across the ocean, unloaded the nickel, and then turned around and did the same thing all over again.

This incident is largely forgotten today, but at the time, when Canadian soldiers were dying by the tens of thousands in the miserable trenches of wartime Europe, it was a



The merchant submarine *Deutschland* in Baltimore harbour, July 1916. It would return to Germany with Canadian nickel in its hold.

matter of considerable controversy in Canada. Newspapers dubbed it the "nickel scandal." The *Ottawa Citizen* concluded that "most of the nickel used by the German war machine is Canadian, from the nickel lands of Ontario, supplied by the International Nickel Company [Inco]" and asserted that Inco "exercises a vicious influence over the Dominion and Ontario Governments."

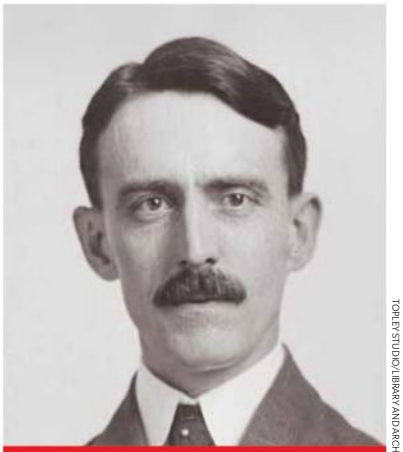
In a seething editorial, the *Toronto World* wrote: "We wish to say to the Ottawa and Toronto governments that a day of clamour, directed by women [mothers of soldiers] against their nickel policy, is near at hand."

Politicians, meanwhile, made their best efforts at damage control. When the German submarine first arrived in Baltimore, Solicitor General Arthur Meighen confidently proclaimed to the House of Commons that "not one pound of Canadian nickel has reached Germany since the outbreak of war." After the submarine left port, Canadian officials changed tack and declared that that there was no conclusive evidence that the nickel carried by the submarine was actually from Canada. Prime Minister Robert Borden wrote to the *Kingston Standard* that "secret sources which I cannot mention in a letter" had informed the Canadian government that there was enough nickel from American sources "to load a dozen submarines." However, the prime minister was never able to categorically deny that the war metal came from the mines of Sudbury, Ontario.

WIKIPEDIA

Below: A German Mauser bullet. Nickel was in high demand to make war materials, such as bullet jackets, during the First World War.

The issue of Canadian nickel getting into the hands of German arms makers had consumed officials in Ottawa since the outbreak of the war in 1914. The job of making sure Germany did not receive Canada's nickel fell to Graham Bell of the department of railway and canals. A forty-two-year-old accountant from Perth, Ontario, Bell had joined the department at age seventeen. Bell enjoyed a distinguished career and had risen to the position of comptroller by the time the war was declared. In October 1914, his boss, Railways and Canals Minister Frank Cochrane, instructed Bell to board a train to have a meeting with New Jersey-based Inco. Bell was suddenly thrust into the centre of a long-standing Canadian policy battle known as "the nickel question."



TOPLEY STUDIO/LIBRARY AND ARCHIVES CANADA

GRAHAM BELL

Since 1886, Inco and its precursors had mined nickel-copper ore and smelted it into matte (metal of about sixty to eighty per cent purity) in Sudbury. The matte was shipped to Bayonne, New Jersey, for refining into pure nickel, an arrangement many Ontarians opposed. They demanded domestic processing. But Inco, which dominated Canadian nickel production, jealously guarded its market.

Nickel was then regarded as a war metal with only military uses. A key component in hardening steel, it was widely used in armour plating. In August 1914, Canada controlled seventy per cent of the world's nickel supply. Many Canadians believed this vital resource could no longer be allowed to pass into the neutral United States, where it could potentially end up on German cargo ships. It had to remain under Canadian control. Board of trade resolutions and petitions, including those circulated by William F. Maclean, publisher of the *Toronto World* and MP for South York, called for a ban on nickel exports to the United States.

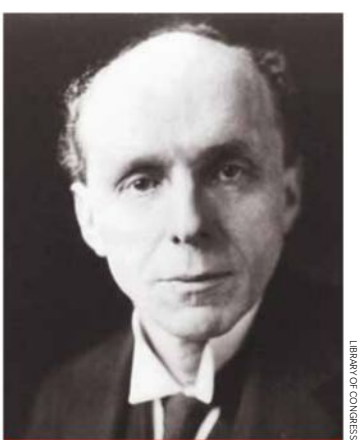
This was a threat Inco could not ignore. It depended on exporting matte to its New Jersey refinery; a ban on exports would be crippling. The company hoped it could stave off drastic action by co-operating with the Canadian government to control nickel distribution. Thus, Inco executive W.A. Bostwick extended an offer to the Canadian government to inspect the company's books and review its customers.

Fortunately for Inco, Ottawa also felt it could not afford an export ban. There was no refining capacity in Canada, and prohibiting Inco from shipping matte would deprive the British war industry of nickel and antagonize American steelmakers, also large suppliers of the British war effort. Borden consulted with Cochrane, the railways minister and MP for Sudbury. They accepted Inco's offer and sent Bell, the federal government comptroller, to New York.

Bell's time in Inco's offices left him impressed with Inco's co-operation. He reported in 1914 that company president Ambrose Monell and his assistant, Bostwick, "did everything in their power to facilitate my investigations." Bell asserted his belief "that the International Nickel Company … [has] not made any shipments to our alien enemies, and, further, that they have taken every precaution to insure that their customers do not reship to our alien enemies since the outbreak of hostilities." For the future, Bell recommended a monthly audit. The Canadian government would approve Inco's customers and investigate suspicious buyers. It was a voluntary system, but Inco risked a great deal if it breached the Canadian government's confidence.

For a year and a half, the system seemed to work properly. Bell made regular inspections. Where American buyers were deemed untrustworthy, Inco advised them that Canada would not permit matte to be exported to fill the order. A number of suspicious sales were thwarted. There were rumours the Germans were receiving Canadian nickel, but Bell dismissed them as the efforts of enemy propagandists. Unfortunately, Bell found out otherwise in July 1915, when Inco advised him that there was, in fact, truth in the rumours.

Inco told Bell that it had learned that 350 tons of nickel were being stored in warehouse No. 104 of the New York Dock Company in Brooklyn. The material was held by Sanderson & Porter, agents for an unknown buyer. At least some



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LORD ROBERT CECIL

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FRANK COCHRANE

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PERCY SHERWOOD

LIBRARY OF CONGRESS

of the metal was nickel Inco had sold to the Nassau Smelting & Refining Company, a New York scrap metals dealer. The control system had sprung a leak.

Bell was not overly concerned. The nickel was still an ocean away from German steel mills. He sent a note to Percy Sherwood, chief commissioner of the Dominion Police (then the federal police service for eastern Canada), requesting steps to monitor the Brooklyn warehouse. Bell wanted to be sure that British authorities could be notified to seize the nickel at sea. Sherwood hired the famous Pinkerton Detective Agency to conduct the investigation. Pinkerton agent Samuel Diehl got on the case, paying an informant ten dollars to alert him if any attempt was made to move the nickel.

But what to do about Nassau Smelting and Refining? Nassau had an agreement with Inco to receive another 385 tons, and it was insisting that the nickel be delivered. Unsure of how to proceed, Inco officials consulted Bell.

The seemingly simple matter was complicated by foreign policy. If Nassau did not receive the nickel, the company might sue Inco. This would risk exposing the nickel control system devised between the Canadian government and Inco in an American court. The Canadian government had to avoid this because the arrangements to provide Inco sales information to Bell violated American law. Borden had refused to disclose the system even to Parliament.

Bell decided that Inco would have to fulfill its contract. Bell cabled Inco executive W.A. Bostwick to "carry on" but to make no further contracts with Nassau. Thus Inco made four seventy-thousand-pound shipments to Nassau, advising Bell of each shipment so it could be tracked.

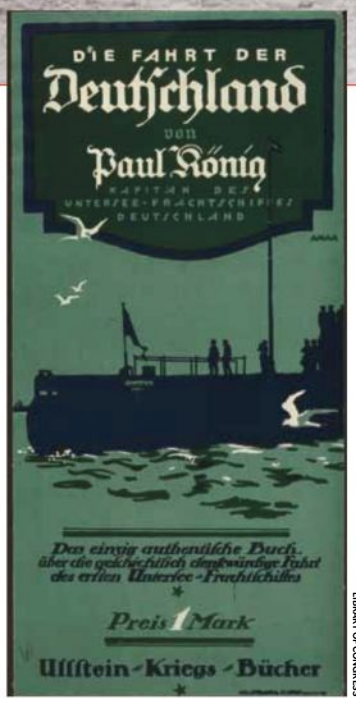
Through late 1915 and early 1916, the nickel remained in warehouse No. 104. Officials were cautious but not terribly concerned. Seven hundred tons of nickel could not be moved covertly, and the navy could easily seize a cargo ship.

Near the end of May 1916, the nickel was finally moved. Over several weeks, more than three hundred tons were loaded onto train cars supposedly bound for Pittsburgh and other destinations, but were then diverted to Baltimore. Again, Canadian officials were confident the situation was under control. They expected the cargo to be loaded onto a container ship; it would be a simple matter for Britain's Royal Navy to seize the nickel at sea. Imagine their shock when a German cargo submarine arrived in Baltimore.

No one had anticipated the use of an unarmed merchant submarine.

The *New York Times* called the ship "a puzzle." The American State Department did not know what to make of it. The sub crossed the Atlantic undetected by Britian's naval blockade — a significant worry for the Allies. Because it was a merchant vessel, it would be allowed to dock and load freely at ports within the neutral United States. In an announcement made on July 9, 1916, *Deutschland* Captain Paul Koenig no doubt rankled the Allies when he stated: "Great Britain cannot hinder boats such as ours to go and come as we please. Our trip passing Dover across the ocean was an uneventful one. When danger approached we went below the surface, and here we are, safely in an American port, ready to return in due course."

Britain and other Allied governments dispatched an immediate note of protest to Washington. They said submarines should be considered warships because they could not be stopped and inspected for munitions in the same manner as other vessels. The U.S. government rejected their arguments



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Above: Crew members of the *Deutschland* celebrate their arrival in Baltimore in July 1916.

Below: An ad for a book about the *Deutschland*'s journey.

DND/LIBRARY AND ARCHIVES CANADA

Prime Minister Robert Borden speaks to a wounded man at a military hospital in March 1917.

and allowed the *Deutschland* to begin loading nickel, along with other strategic materials, such as tin and rubber.

In Canada, there were renewed calls for a ban on exports of Canadian nickel. Desperate to mount a defence against what he described as "unfair and misleading propaganda," Borden asked Bell if there were other sources of nickel in the United States. Bell noted that there were a few small refining operations and scrap metal dealers. Borden immediately issued a statement saying there was no conclusive evidence that the nickel was Canadian. The government, the statement continued, had the nickel situation under control, and drastic action, such as an export embargo, would only cripple Allied war production.

But nickel soon became the chief issue in two Ontario by-elections. In both cases, the government of Premier William Hearst suffered defeats in formerly safe ridings. With political momentum behind them, some Inco opponents called for nationalization of the nickel industry.

In the midst of this public relations battle, the *New York Times* gave its readers a running commentary on the preparations for the *Deutschland*'s departure. The British and French had stationed five cruisers just outside American territorial waters to lie in wait for the submarine. However, on August 2, the *Times* reported that, "under cover of darkness and … through a raging sea that made surface travel hazardous for the stoutest of boats," the *Deutschland* slipped out of harbour and evaded the Allied patrol. That same day, to calm an angered public, Inco announced that it would put the long-standing nickel question to rest. A Canadian refinery would be established at Port Colborne, Ontario.

Canada's government officials might have wished the embarrassing situation to end with Inco's announcement, but this was not to be. The *Deutschland*'s hold was relatively small, and more than one trip was required to transport the nickel. In November 1916, a successful trip to New London, Connecticut, saw the submarine return to Germany with a further 360 tons. It was even sent on a third voyage the following February but was soon called back amidst rising German-American tensions.

British officials needed someone to blame, and their fingers pointed to Bell. In an internal memorandum, Leonard Llewellyn, the head of the non-ferrous metals branch of the British ministry of munitions, mused that, "if the agent who was appointed by the Canadian government … were really carrying out his instructions efficiently, it should be impossible for shipments to be made to Germany." In January 1917, Lord Robert Cecil, the British minister of blockade, observed that the British government had "no actual documentary evidence" of nickel control and said if British officials in the United States had been consulted they would have advised against the sale to Nassau.

When Bell got wind of Cecil's note, he was livid. In a furious note to the prime minister, Bell asserted that he had forwarded monthly nickel sales reports to British officials since October 1914. How could Cecil claim he had no "documentary evidence?" And if British officials had suspicions of Nassau, why had they not informed Bell? Bell went on to state that the fault "very clearly lies with the authorities in Great Britain."

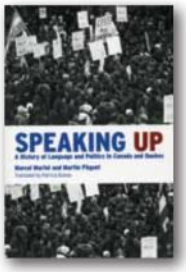
Cecil admitted that the suspicions regarding Nassau were only aroused after the nickel deliveries and added that he had not intended to criticize Bell's efforts, but this reply apparently did not reach Bell, for the latter wrote a second furious note, this time to Arthur Meighen: "In closing, may I state that I have done my best to handle the work that has devolved upon me in connection with the control of nickel … but in view of the reflection which is placed upon me in Lord Robert Cecil's communication, I respectfully request that I be relieved of the work and responsibility involved."

Meighen did not accept Bell's resignation. Instead, he cabled Borden in London explaining Bell's frustration and urged that Cecil withdraw the offending correspondence, which he did. Bell continued to oversee nickel control, but with the American entry into the war on April 6, 1917, the risks of selling in the United States faded and Canadian government control was steadily relaxed.

The *Deutschland* incident was profoundly embarrassing for both the Hearst government in Toronto and the Borden government in Ottawa, but neither suffered much long-term damage. Inco's decision to build the Port Colborne refinery resolved the nickel question, and the Royal Commission Hearst appointed eventually decided that nationalization was simply too expensive.

Despite his personal embarrassment, Bell never blamed Inco. He continued to support the company he referred to as "his old friend." It also did not hinder Bell's career. He became the deputy minister of railways and canals and represented the government as a director of the newly formed Canadian National Railways. When he died in 1929 at only fifty-four, Bell's death was front-page news. Railways and Canals Minister C.A. Dunning called him one of Canada's ablest public servants.

Bell's wartime efforts show the close relationship that existed between Inco and the Canadian government during the First World War. The company submitted to unprecedented government control over its operation and sales. Public pressure also led Inco to construct the Port Colborne refinery, which operated from 1918 to 1984, bringing a quick end to Inco's long-standing practice of refining in the United States. As H.V. Nelles stated in *The Politics of Development*, the company's "formerly unassailable monopoly" had been shaken by "popular resentment" over the *Deutschland* incident.



MANAGEABLE DIVIDE

Speaking Up: A History of Language and Politics in Canada and Quebec
by Marcel Martel and Martin Pâquet
Between the Lines, Toronto, 2012
312 pp., illus., $29.95 paperback

Two Quebec scholars, Marcel Martel and Martin Pâquet, have published a fascinating, occasionally disturbing account of language politics in Canada. Their book, *Speaking Up*, is structured as an historical review, but it is really a study of public policy and cultural identity.

Successful societies must find ways to manage internal cleavages, whether economic, political, or cultural. Canada has many such divisions, such as Quebec's recent conflicts over secularism and religious symbols. But, historically, our best leaders have promoted compromises between extremes, fostering a core Canadian value and our image as a reasonable, polite country.

Contemporary language policies are a good example of this. Language tensions, which have often been a lightning rod for community strife, are now reduced from earlier times. Across the country, there is more access to education and public services in both official languages.

Nevertheless, social interactions between communities remain sporadic. Federal official languages commissioner Graham Fraser warns us against complacency, because, he says, "polite obliviousness often hides a deep chasm in Canadian public consciousness."

In *Speaking Up*, Martel and Pâquet take readers through six phases of Canadian language history, describing issues in colonial New France, the education crises of early Confederation, and recent periods of agitation and reform. They show how today's policies reflect a wider acceptance of cultural diversity and a profoundly changed legal climate.

Language programs across Canada are hardly uniform, however. Witness the official bilingualism of the federal government and New Brunswick; the slow expansion of French in Ontario (it's been called "bilingualism by stealth"); the French-first policies of Quebec (but with English education and services still available); and the English-first policies in other provinces (but with some increases in French education and services).

The key conclusion by Martel and Pâquet is that community activism, the impact of the 1982 Charter of Rights and Freedoms (notably Section 23 on official languages), plus four decades of program reforms have altered our "fundamental values of citizenship," changing "the symbolic order" of the Canadian state.

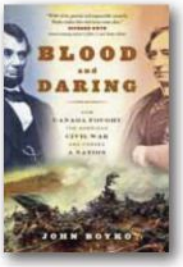
Their interesting book is full of insights and explanations, but it has several shortcomings. It looks at our complex society through a single lens — language — and provides an in-depth study of one issue while ignoring many others. Equally compelling Canadian histories can be written on nasty religious tensions (notably Catholics versus Protestants), or ethnic divisions, or regional conflicts.

As well, the authors give little or no attention to people who fought to bridge divisions. Historic builders of compromise such as Thomas D'Arcy McGee, George-Étienne Cartier, and John A. Macdonald, or more recent figures such as Davidson Dunton, Lester Pearson, Frank Scott, and Keith Spicer, hardly rate a mention. Instead, the authors choose to cite the ideas and words of language radicals, both anglophone and francophone. This emphasis on extremism is misleading.

The book's title reflects an intellectual schizophrenia that is stylish among some academic and political commentators. "A History of Language and Politics in Canada and Quebec" expresses an attitude of de facto separation. It implies that Quebec is not in Canada, no longer part of a dialogue within one country. The authors' tone expresses their continuing anger, perhaps because they have focused too much on people who fomented conflicts, not solutions.

But this is part of Canada's history, and Martel and Pâquet have added an important analysis of language policies and politics. *Speaking Up* should be read along with Graham Fraser's 2006 volume, *Sorry, I Don't Speak French*. Together, these books express vital insights into the language challenges — and opportunities — that still face Canada and our national identity.

Reviewed by **Victor Rabinovitch**, who was for eleven years president of the Canadian Museum of Civilization. He is now chair of Opera Lyra, Ottawa's professional opera company, and is an adjunct professor at Queen's University.



CONFLICT'S OFFSPRING

Blood and Daring: How Canada Fought the American Civil War and Forged a Nation
by John Boyko
Knopf Canada, Toronto, 2013
367 pp., illus., $35 hardcover

Few people have heard of John Anderson, but the fugitive Missouri slave played as significant a role in Canada's emergence as an independent nation as some of the Fathers of Confederation.

His capture in Brantford, Canada West, by bounty hunters in 1860 sparked an international incident and set the stage for the looming American Civil War. As the Americans and the British squabbled over Anderson's extradition, Britain's northern colonies found themselves in what would become a familiar position — caught in the middle and forced to fend for themselves.

John Boyko's *Blood and Daring* takes aim at the Civil War's impact on Canada and recreates a tumultuous decade that witnessed the birth of one country and the near-destruction of another. It was a time, he reminds readers, when border tensions and the mantra of manifest destiny made Americans and colonial Canadians "bad neighbours in a dangerous neighbourhood."

No one, he writes, "can fully understand Canada without appreciating that the war was an essential factor in the country's

birth, when and how it came about, as well as shaping the fundamental ideas upon which it is based."

Boyko, an Ontario educator and accomplished historian with four other books to his credit, enlists Anderson and five other "guides" to give this sprawling story a human face. Their personal struggles and triumphs provide the framework for a complex tale of military campaigns and political intrigue.

The group includes John A. Macdonald and George Brown, the political leaders who coaxed four British colonies to unite to stave off annexation or invasion. U.S. President Abraham Lincoln's secretary of state, the aggressive expansionist William Seward, and southerner Jacob Thompson, who oversaw a network of guerrillas and spies out of a Montreal hotel, wear the black hats. Rounding out the cast is Sarah Edmonds, a New Brunswick woman who disguised herself as a man and served in the Union army as a nurse and dispatch rider; while far from the typical soldier, she represents the forty thousand Canadians who enlisted to fight an American war with continental repercussions.

The story of how perilously close Canadians and Maritimers came to being engulfed in a wider conflict between the U.S. North and Britain has been told before, but Boyko injects new life and drama into the narrative for a general audience. He builds on the large body of scholarly work on the era and adds insights gleaned from his own extensive research into the archival record.

The war's most enduring legacy for Canadians, he reminds us, can be found at the heart of the constitutional structure Macdonald, Brown, and other nation builders hammered out during those dark times. The creation of a strong central government to ensure "peace, order, and good government" was a blunt repudiation of the divisions, chaos, and bloodshed south of the border.

Boyko also explores how those divisions crept north. While Canada was staunchly abolitionist, and most Canadians in uniform fought for the Union, it also harboured rebel agents and blockade runners, and sympathy for the southern cause was widespread. Canadians tired of being bullied by the United States could identify with the underdog Confederacy.

As for John Anderson, a Canadian court eventually blocked his extradition. He embarked on a speaking tour of England before abolitionist supporters dispatched him to a new life in Liberia. His fate, and the fate of the wife and children he left behind in Missouri, is unknown. "They became as lost to history," notes Boyko, "as they were to each other."

Blood and Daring ensures Anderson's story — and the myriad ways the Civil War fostered Canadian nationalism and shaped our constitution — will not be forgotten.

Reviewed by **Dean Jobb**, a journalism professor at the University of King's College in Halifax.

COMING UP IN CANADA'S HISTORY

What if?

If doctors had won the Saskatchewan doctors strike fifty years ago, Canadians might not have had medicare today. *by Christopher Moore*

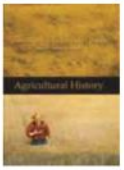
Peace Bridges

Many of Canada's bridges were built to commemorate the centennial of the end of the War of 1812. Yet, the very idea of a peace centenary was controversial prior to the First World War. *by Brandon Dimmel*

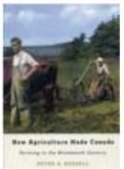
Trail of Controversy

The Canol Heritage Trail was built by the U.S. at great cost during World War II to transport oil over Yukon's mountains. Today it's mostly travelled by mountain bikers and bears. *by Ryan Stuart*

More Books



A History of the Prairie West, Volume 3: Agricultural History
edited by Gregory P. Marchildon
CPRC Press, Regina, 2011
426 pp., illus., $59.95 hardcover



How Agriculture Made Canada: Farming in the Nineteenth Century
by Peter A. Russell
McGill-Queen's University Press, Montreal, 2012
398 pp., $34.95 paperback

Most Canadians today are a generation or two removed from farm life. Still, that doesn't stop many of us from wondering where our food comes from — and maybe being curious about how grain came to dominate the Prairies, or about the challenges faced by Canada's first farmers.

Agricultural History is a collection of essays that gives a good overview of the history of farming on the Prairies, from the First Nations farmers of the Red River region, who planted corn, beans, and squash, to the formation of large cattle-grazing lands in Alberta and the origins of the Canadian Wheat Board.

Interestingly, Aboriginals may have tilled the southern regions of the prairies fairly extensively until the outbreak of the Little Ice Age — a four-hundred-year cooling period that began in 1350 — made bison hunting more profitable. Other essays point out the laborious effort it took for later settlers to build their farms — none of which would have been possible without co-operative efforts, such as barn-building bees and the sharing of farm machinery.

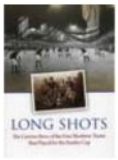
Although academic in nature, this book is accessible to the general reader. It's also well-organized, nicely illustrated with archival photographs, and provides extensive footnotes.

How Agriculture Made Canada is not so much about farming per se as it is about nineteenth-century settlement patterns and language politics. The book analyzes how agricultural developments in Quebec and Ontario affected rural settlement in the Prairie provinces. When land ran out in Ontario, the province encouraged people to move west. Quebecers, however, were inclined to stay put or to migrate southward into the United States.

One consequence of the lack of francophone settlers was that Manitoba's predominately French-speaking population was quickly overwhelmed by anglophones from Ontario.

Of course, historians differ on how to interpret the effects of the so-called land crises of the nineteenth century. Author Peter Russell reviews the historiographical debates and come ups with his own conclusions.

— **Nelle Oosterom**



Long Shots: The Curious Story of the Four Maritime Teams That Played for the Stanley Cup
by Trevor J. Adams
Nimbus, Halifax, 2012
160 pp., illus., $16.95 paperback

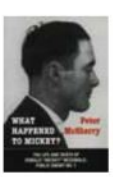
Living in the Maritimes is tough if you are a fan of pro hockey. The games start late at night, and, with no local squads to cheer on, allegiances to NHL teams are often random and tenuous.

When I was a kid growing up in Nova Scotia in the seventies, most people I knew pulled for either the Montreal Canadiens or the Toronto Maple Leafs. As a Guy Lafleur fan, I enjoyed the Canadiens' many Stanley Cup runs. But, at the same time, I envied fans in Montreal, Toronto, Boston, and the other NHL cities — why, I wondered, can't my region have a pro team of its own?

So it was a pleasant surprise for me to learn recently that there were actually four squads from the Maritimes that, in the past, vied for the Stanley Cup. In *Long Shots,* Trevor J. Adams recounts the largely fruitless attempts by the Halifax Crescents, New Glasgow Cubs, Moncton Victorias, and Sydney Millionaires to capture the cup.

Adams' book proves that there still plenty of great stories to be mined from the rich veins of hockey history. While all four teams eventually folded, in their heyday they provided local hockey fans with plenty of reasons to cheer.

— **Mark Reid**



What Happened to Mickey? The Life and Death of Donald "Mickey" McDonald, Public Enemy No. 1
by Peter McSherry
Dundurn Press, Toronto, 2013
352 pp., illus., $24.99 paperback

Donald John McDonald was born in Toronto in 1907 and would become better-known as Mickey. Peter McSherry's book *What Happened to Mickey*? traces McDonald's life and his criminal career.

By February 23, 1939, McDonald had spent seven of the previous fifteen years behind bars. "His known associates are practically all criminals and prostitutes, and to my knowledge he has never been engaged in any legitimate employment," reported Chief Inspector John Chisholm of the Toronto Police Department. After he was charged with the cold-blooded murder of bookmaker Jimmy Windsor, McDonald became public enemy No. 1.

McDonald was subsequently kept busy with two murder trials, a liquor truck hijacking, and a $50,000 bank roberry. In August 1947, he made a daring escape from Ontario's Kingston Penitentiary along with two other prisoners. He was the only one not to be caught.

McSherry's book is divided into two sections: The first chronicles McDonald's life up to 1939 and his marriage to Kitty Cat McDonald, while the second deals with his life after the Windsor murder. The book ends by offering different versions of what might have happened to Mickey McDonald — one of which, McSherry believes, answers the question of the criminal's disappearance and purported demise.

Lovers of gangster movies, crime books, or Canadian history will all find *What Happened to Mickey*? an entertaining and absorbing read.

— **Beverley Tallon**

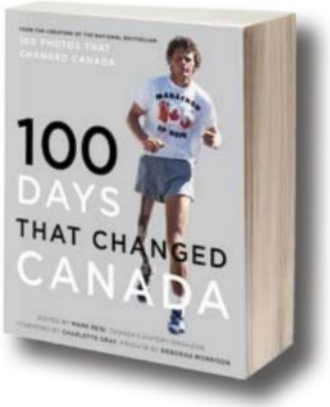
Newfoundland Modern: Architecture in the Smallwood Years, 1949–1972
by Robert Mellin
McGill-Queen's University Press, Montreal, 2011
304 pp., illus., $59.95 hardcover

Selwyn Pullan: Photographing Mid-Century West Coast Modernism
by Barry Downs, Donald Luxton, Kiriko Watanabe, and Adele Weder
Douglas & McIntyre, Vancouver, 2012
160 pp., illus., $45 hardcover

Attention is increasingly being paid to Canada's heritage of modern architecture, which includes buildings from the optimistic years before and immediately after the country's 1967 centennial. Many of these structures are now at risk in the same ways that their early-twentieth-century predecessors were fifty years ago. A few recent books tell the stories behind their construction and highlight their architectural and cultural significance, including two attractive volumes that showcase modern design at opposite ends of the country.

In *Newfoundland Modern*, McGill University architecture professor Robert Mellin offers a wide-ranging look at building

THESE ARE THE DAYS THAT MADE US CANADIAN.



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in the period after the province's 1949 entry into Confederation. Newfoundland's leaders — including foremost its first post-Confederation premier, Joey Smallwood — encouraged modern architecture as a means of demonstrating both a break with the past and the province's turn towards a new future of promised prosperity. This resulted in a large number of buildings whose ubiquity, Mellin says, can sometimes overshadow their importance.

Among the buildings Mellin highlights are churches and colleges, homes and hospitals, apartment towers and an airport terminal — at Gander Airport, which served as a refuelling stop for transatlantic fights. Despite the loss of most passenger traffic, the 1959 terminal is remarkably well-preserved, down to the original designer furniture.

Mellin's book incudes dozens of photographs and illustrations, many of them in full colour, as well as chapters on two notable Newfoundland architects, Frederick A. Colbourne and Angus J. Campbell. Through its examination of architecture, *Newfoundland Modern* also says much about the province during the Smallwood era.

Another recent book, showing work by Vancouver-based photographer Selwyn Pullan, features striking images that explore the insides and surroundings of a series of remarkable West Coast structures, in particular several envy-inducing homes built between the 1950s and the early 1970s. The architects have found innovative and inspiring ways to take full advantage of British Columbia's tremendous light and scenery, and Pullan was up to the task of translating their efforts into two dimensions.

Selwyn Pullan is published in conjunction with the West Vancouver Museum, which has showcased the photographer's work in recent exhibitions. The book includes essays on Pullan and on the architecture he helped to promote, and its many full-page photographs offer views of several buildings that no longer exist and of others that have been transformed from their original designs.

— Phil Koch

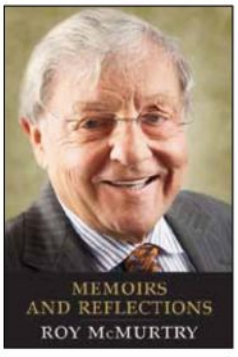
GWG: Piece by Piece
by Catherine C. Cole
Goose Lane, Fredericton, New Brunswick, 2012
214 pp., illus., $29.95 paperback

While many of us have thought about blue jeans, particularly when trying to squeeze into them, fewer of us have likely pondered the stories and people behind the pants we wear.

In *GWG: Piece by Piece*, Catherine C. Cole does a delightful job in telling the tale of one of the country's most beloved garment makers, Edmonton-based GWG. The book's softcover coffee-table format lends itself well to telling a largely visual tale. The book abounds with images of old advertisements, interior shots of garment workers, and, of course, pictures of GWG blue jeans.

Sometimes it's hard not to chuckle,

New from University of Toronto Press



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though. A case in point is the unintentionally humorous advertisement showing a young Wayne Gretzky eyeing a leggy GWG-clad model. The fact that she's wearing a mustard yellow "I luv Wayne Gretzky" T-shirt is a hoot. — **Mark Reid**

Maritime Murder: Deadly Crimes from the Buried Past
by Steve Vernon
Nimbus Publishing, Halifax, 2012
208 pp., illus., $17.95 paperback

As happens to many authors while conducting research, Steve Vernon came across interesting material that he couldn't use in the course of his usual projects. In Vernon's case, his usual genre is ghost stories. Fortunately, he saved up these ghost-less tales of murder and mayhem to create *Maritime Murder*, a collection of nineteen short true-crime stories from Atlantic Canada between 1791 and 1936.

Vernon's writing style has a storyteller quality, and his prose is brisk. Lively descriptions of characters decorate the pages and include passages such as "up the hoop with another man's child" and "he … sported a great, bushy moustache that looked as if it might have been ripped off the wrong end of a grizzly bear."

Maritime Murder is a good reading choice for a dark, cozy winter night.

— **Tanja Hütter**

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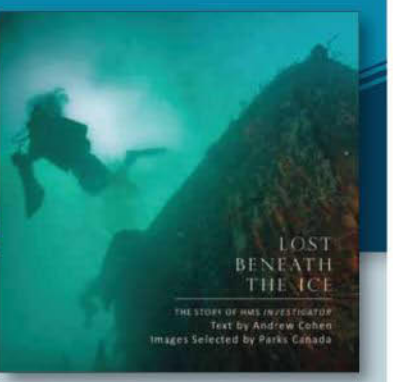

LOST BENEATH THE ICE
The Story of HMS Investigator
by Andrew Cohen

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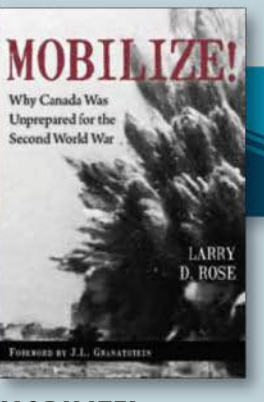

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foreword by J.L. Granatstein

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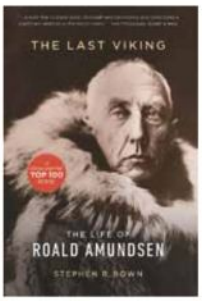

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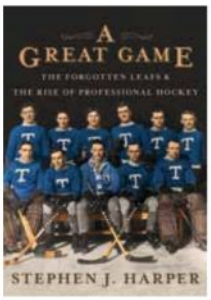

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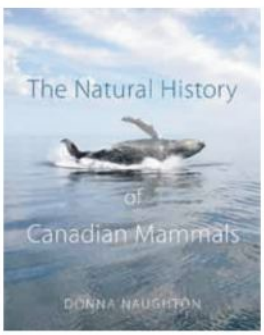

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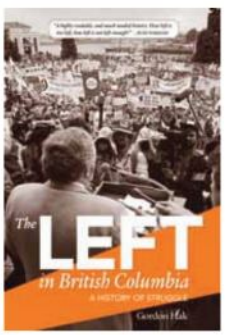

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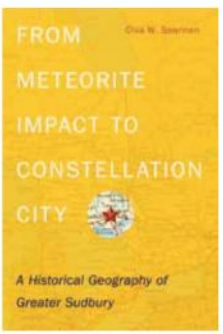

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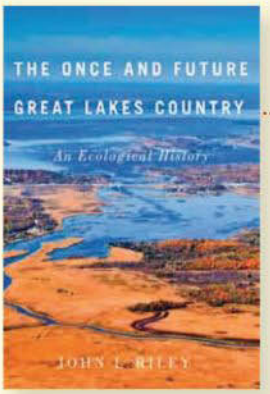

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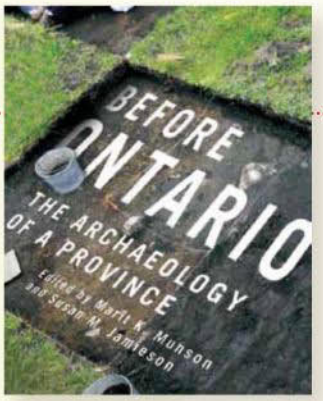

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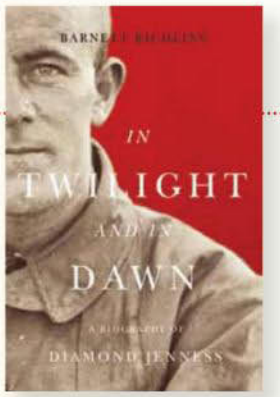

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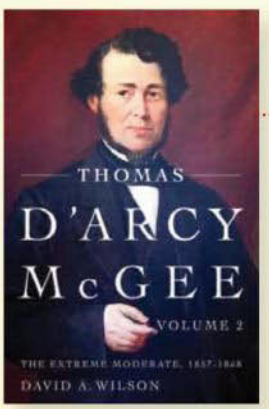

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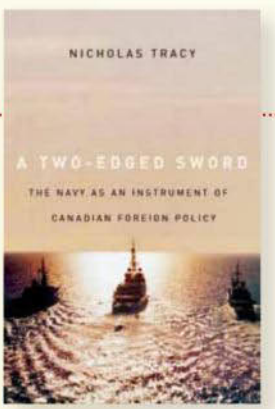

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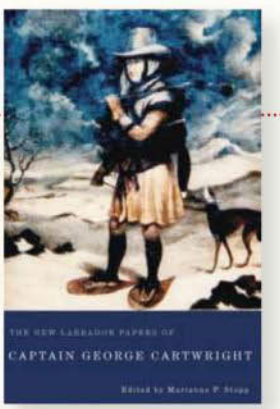

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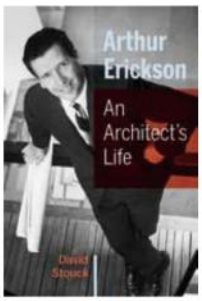

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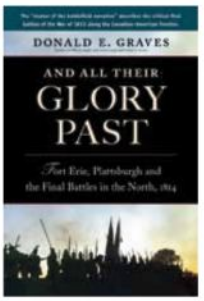

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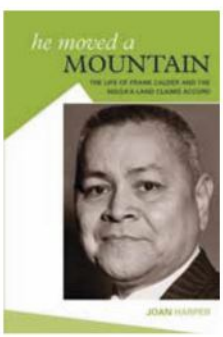

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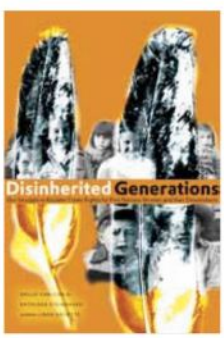

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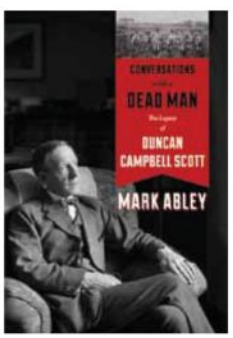

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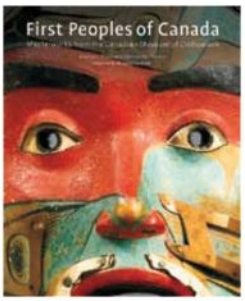

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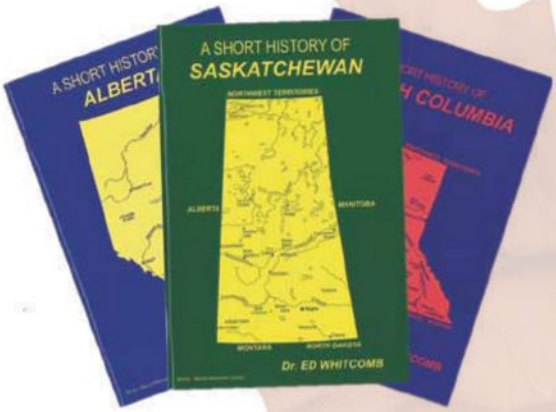

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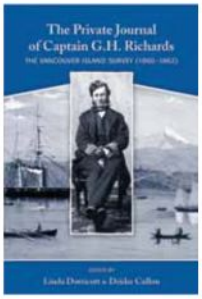

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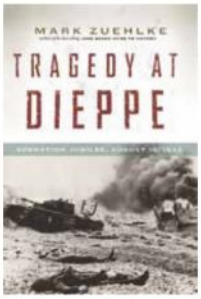

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Operation Jubilee, August 19, 1942
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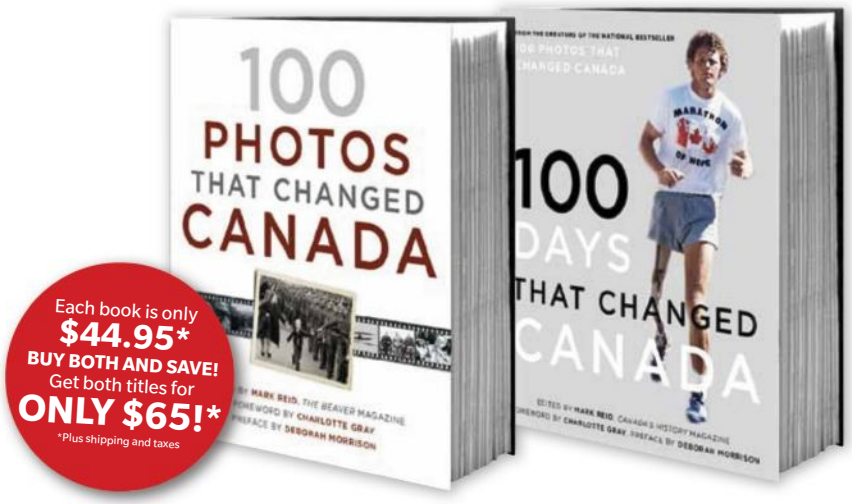

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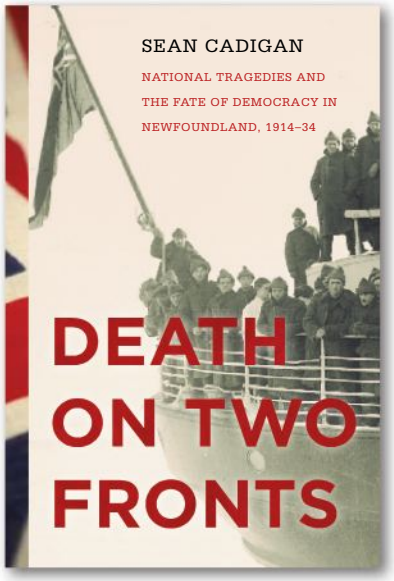

Born from misfortune

Newfoundland's 1949 entry into Confederation with Canada was preceded by a period during which the colony — which had enjoyed responsible government since 1855 — surrendered its relative independence from Britain. That took place in 1934, following extended economic difficulties and in the wake of two great tragedies that affected Newfoundland life and politics.

On each July 1, while many of us celebrate Canada Day, Newfoundlanders mark a more sombre occasion: Memorial Day commemorates the sacrifice of military combatants and in particular the nearly seven hundred casualties of the Royal Newfoundland Regiment on one day during the First World War. In Death on Two Fronts: National Tragedies and the Fate of Democracy in Newfoundland, 1914–34, *award-winning author and history professor Sean Cadigan considers both the July 1, 1916, battle at Beaumont-Hamel and another earlier calamity that also shook the colony's residents.*

In 1914, the Newfoundland Assembly and Legislative Council had just passed a bill that sealers hoped would improve their working conditions and better assure their safety. Many people were therefore outraged when seventy-eight men died after being stranded on the ice during a storm.

The Newfoundland Sealing Disaster

by Sean T. Cadigan

In the spring of 1914, Abram Kean took the largest of the steamers — the SS *Stephano*, belonging to Bowring Brothers — to the ice, while his son Westbury took the *Newfoundland*, which belonged to a competing firm, Harvey's. Westbury's brother Joseph also went to the ice that spring as master of the *Florizel*, the second-largest of the sealing steamers. Sealers who had managed to secure a berth on the *Stephano* were fortunate; the ship was a modern, steel-hulled vessel that had been constructed in Scotland in 1911. The Bowrings used the ship to carry cargo and passengers as part of the Red Cross Line between St. John's, Halifax, and New York, but it went to the front in the spring as part of the seal hunt.

The *Newfoundland* was another matter. While the men who went aboard it that spring undoubtedly were glad enough to be working under one of the Keans, they were going to be hunting from a much inferior ship. … It had already suffered serious damage while at the ice on a number of occasions. In 1895, ice damage in heavy seas had forced the ship from the hunt, and in 1913, under Westbury's command and now owned by A.J. Harvey and Company, its stem had been "stove in" by ice and it stayed afloat only through constant use of pumps. … In consequence, the *Newfoundland*'s voyages were less profitable than its owners expected. In 1914, in an effort to reduce overhead costs, Harvey's removed the ship's wireless set because its use had not improved the captain's ability to locate seals.

The crew of the *Newfoundland* might have worried about their captain. Westbury Kean did not have the experience of his father; he also did not have a master's certificate. In consequence, the younger Kean had to be accompanied by a navigation officer, Captain Charles Green. Westbury Kean appeared to have envied his navigation officer, and the two barely spoke. The sealers were likely more comforted by the younger Kean's second hand — the person who ranked as next to the captain in command of the crew — George Tuff. Tuff was only sixteen when he first went sealing in 1897 and had been one of the survivors of the SS *Greenland* disaster in 1898. A hard-working sealer, Tuff had risen quickly in the ranks of the sealing industry in the years following the disaster, earning him the confidence of Captain Abram Kean. By 1914, Tuff had ten years experience as master of a watch, the last three in the service of Captain Westbury Kean. The younger Kean relied on Tuff, who became his confidant during the hunt of 1914. …

For two weeks, as his ship steamed and found nothing, the younger Kean confided his fear of failure in the hunt to Tuff. At the end of the two weeks, the *Newfoundland* had managed to come close enough to the *Florizel* so that Westbury could hail his brother, relate his lack of success, and have Joseph radio their father. Finally, when Abram found the main herd, he signalled Westbury, although the *Newfoundland* was jammed tight in ice five to seven miles away. With the *Florizel* also in the area, on March 31 Westbury decided to send his entire crew over the side to walk to the seal patch. The young captain had commented to Tuff that it was difficult to see seals so close by but beyond the capacity of his ship to reach.

Tuff volunteered to take command of the crew, rather than leave them solely in the charge of the younger master watches, and to lead them to the *Stephano*. Westbury told Tuff that his men could count on staying aboard the *Stephano* for the night if they found seals to kill, … but Tuff, busy getting the men ready to go, did not hear. …

The *Newfoundland*'s men went over the side at 7:00 a.m. At first, the weather was so warm that many of them took off their heavy outerwear and left it behind. Tuff borrowed a compass from one of the master watches, charted a careful course towards the *Stephano*, and started the crew out over some of the roughest ice he had ever travelled. Almost immediately the weather began to look threatening. After struggling four miles over the ice, thirty-four of the crew, tired, fearful of the worsening weather, and discouraged at having seen few seals, decided to return to the ship, although they faced calls of coward-

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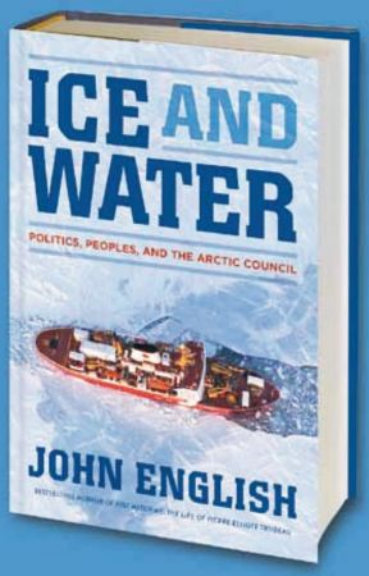

In 1991, eight countries signed the Arctic Environmental Protection Strategy: Canada, the United States, Russia, Norway, Denmark, Sweden, Iceland, and Finland. This was the first step in the formation of the Arctic Council, a high-level intergovernmental body set up to address social, political, and environmental issues in the Arctic.

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In *Ice and Water,* John English chronicles the history of the council and argues that Canada must clarify its strategy in the Far North, recognizing it as both a resource-rich and environmentally fragile region.

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Sean Cadigan

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ice from their mates who continued on. …

The rest trudged on, feeling that they were closer to the *Stephano* than the *Newfoundland*, but misjudging the difficulty and distance of the remaining trek. They reached the *Stephano* at 11:20, and Abram offered the men bread and tea. Tuff ate a better meal with the senior Kean, who informed the second hand that, despite the *Newfoundland*'s crew planning to spend the night aboard the *Stephano*, he would take them to seals but the men would have to walk back to their own ship once they had finished killing. Abram Kean later claimed that he had understood that the men of the *Newfoundland* had taken only two hours and twenty minutes to walk to his ship, when they had actually taken four hours and twenty minutes. He appeared not to understand how far the men really were from the *Newfoundland* or how exhausted they must have been. …

The closest seals were miles away; Abram Kean's ship took Tuff's men further from the *Newfoundland* to a patch of seals, and Abram ordered Westbury's crew over the side in what looked like, at least to many of the sealers, worsening weather conditions. Some of the crew had not even had time to get something to eat.

Tuff had expected none of this, but would not dare challenge the decision of the "Old Man" (as Abram's crews called him). Following Kean's orders, Tuff instructed his crew to go back onto the ice, and the men responded immediately, thinking that they would later return to the *Stephano*. As the crew went over the side at 11:50, Tuff remarked to the older Kean that the weather seemed to be getting worse. The Old Man told him not to worry, that the weather would be fine, and that the 132 crew members of the *Newfoundland* were to return to their own ship. At least some of the crew heard and feared what Kean said, but they also would not challenge his orders. …

As the *Stephano* steamed away to pick up members of its own crew who were panning seals some distance away, the crew of the *Newfoundland*, by now seeing that a storm was coming on, turned to Tuff to ask what they would do. Frustrated and fearful, Tuff nonetheless told the men that they would follow the Old Man's orders and hunt seals. The second hand further indicated the crew would have to walk towards the seals in a direction that led them away from their own ship. Some of the men nearly mutinied, fearing that they could afford no more time and needed to make their way back to their ship. Tuff refused to give in and, believing that the *Stephano* had carried them closer to the *Newfoundland*, ordered the men to hunt.

By 12:45, the snow was falling so heavily that Tuff decided the crew must return to the *Newfoundland*, hoping they would cross their original trail from the *Newfoundland* to the *Stephano*. Their crewmates who had turned back earlier asked Westbury to begin sounding the ship's whistle in fear that the men were lost, but their captain refused, believing that Abram would not have abandoned the crew to the poor weather. The men walked until about 2:30, when they discovered the original track and realized they still had a four-hour walk ahead of them. Dispirited, the men continued on, but the movement of the ice pans and the increasingly heavy snow made the track impossible to follow.

At some point between 4:30 and 4:45, the *Newfoundland* sounded its whistle twice, which the men heard. Westbury had permitted the sounding only to assuage the fears of his boatswain, John Tizzard, and did not allow the whistle to blow again. On the ice, the men waited in vain to hear the whistle repeated. By now darkness was closing in fast and the crew realized that they were hopelessly lost, and much farther from the *Newfoundland* than anyone had thought. The trail had by now been completely obscured by the drifting snow. It was worse than the men originally apprehended, for no one knew the crew was lost.

From *Death on Two Fronts: National Tragedies and the Fate of Democracy in Newfoundland, 1914–34* by Sean T. Cadigan. Copyright Sean Cadigan, 2013. Reprinted with permission of Allen Lane Canada.

The Cloth Hall in Ypres, Belgium, was one of the destinations visited during the September 2013 Canada's History battlefields tour.

DEBORAH MORRISON

Touring through time

Canada's History battlefield tour offers chance to walk in soldiers' footsteps. by Deborah Morrison

We all came to Europe seeking to better understand someone's story. For most of us, it was a father's, or uncle's, or grandfather's, story — one they had kept silent about all their lives.

As for me, I carried the personal journal of Sergeant Andrew Oakes, grandfather of a friend and an early enlister with the 1st Canadian Battalion. He arrived at Ypres, Belgium, in 1915 and served until 1918. He was one of the lucky ones who returned home — and was one of the rare few who didn't keep silent, first chronicling his daily thoughts for the first six months of his service overseas and then, in subsequent years, speaking often to family members about his experience.

Oakes's journal was a good companion in September 2013 as I embarked on a nine-day Canada's History battlefields tour featuring historian Jack Granatstein. After a day of acclimatization in Brussels, we went to Ypres, where we visited Cloth Hall where Oakes once spent his R and R time away from the front. We also toured the In Flanders Fields Museum, a relatively new interactive museum and research centre, and visited the site of the Flanders Fields hospital station where John McCrae penned his famous poem that is faithfully recited each Remembrance Day. That evening, we gathered at the Menin Gate to attend the sunset ceremony the Belgians hold daily to pay tribute to the thousands of men from Commonwealth nations who died fighting for their freedom and whose bodies were never found.

Throughout our tour, we benefitted from the exceptional expertise of Peter Jacques, a retired British military officer who travelled with us on behalf of EF Tours, the company that helped Canada's History plan and carry out the battlefields tour.

For most of us, however, the Canadian story of the world wars was truly brought to life thanks to the stories and observations of Jack Granatstein. Whether it was on the bus or over dinner, Jack provided valuable context to Canadian strategy, operations, and assignments. His insights on the experiences of typical soldiers, as well as the top Canadian and British leadership, enriched our understanding of both wars.

Together, Jack and Peter planned a route through Belgium and France that more or less followed the chronology of events through the first and second world wars. Even the weather seemed to be cued to our itinerary; most of our days were filled with bright, warm September sun,

Tour guests wear First World War-era helmets at Sanctuary Wood Museum near Ypres, Belgium.

DEBORAH MORRISON

while visits to specific battle sites, such as Passchendaele, Beaumont-Hamel, Vimy, and Dieppe, brought grey clouds and a soft drizzle that blended with the tears that welled in our eyes as we thought about the soldiers who had stood there before us.

We visited different war cemeteries to see the contrasts in how the French, British, American, and Germans memorialized their war dead. Although each day seemed to bring its own highlights and breathtaking discoveries, most of my tour companions mentioned the visit to the Vimy Memorial as the highlight. "Looking at a picture of Vimy is one thing," said tour guest Patrick Curran, "but seeing it in person, and in its setting, is a totally different dimension. Indeed, the Vimy Memorial is by far and away the most breathtaking of all the memorials constructed and something that every Canadian should visit for themselves."

It was fascinating to see the different ways the wars are commemorated. Compared to the grand monuments and memorials relating to the First World War, the Second World War sites seem much more understated — perhaps because the Great War was so static, with battle lines barely shifting for most of the war.

Meanwhile, the Normandy beaches, where D-Day unfolded in June 1944, are today a prime destination for sun-seeking vacationers. The most notable D-Day museum is Arromanches, which tells the story of the invasion plan and the roles played by each member of the Allied assault force that took part in the attack. If not for the privately funded Juno Beach Centre, the Canadian story might otherwise be absent from the landscape.

Our visits to these sites were made even more memorable thanks to the stories shared by our fellow travellers. For instance, during our visit to Beaumont-Hamel, tour guest John King shared with us the story of his grandfather who fought there with the Royal Newfoundland Regiment and returned home missing an arm and a foot. Amazingly, King's grandfather was able to recover and lead a full life. Another tour guest, John Cato, captivated us with the story of his cousin, who fought at Dieppe in 1942. While he escaped that attack unharmed physically, he was forever haunted by the deaths he witnessed.

Tour guest Carol Burchill summed it up best: "We came away from this trip enriched by what we saw, heard, and, most importantly, felt in relation to the world wars.

It is impossible not to be moved when hearing the histories of the various battles while at their locations and in the company of fellow travellers whose lives have been significantly impacted by the sacrifice of family members in them. Then there is the impact of spectacular monuments and heart-wrenching rows of headstones in the many cemeteries. Canada has every reason to be proud."

In 2014, Canada will mark the centennial of the start of the First World War, as well as the seventy-fifth anniversary of the beginning of World War II. We at Canada's History believe visiting these battlefield sites is crucial to understanding Canada's role in the world wars.

That's why we are pleased to announce that, thanks to the success of our inaugural tour, Canada's History in partnership with EF Tours has committed to offering distinctive battlefield tours for the next three years. Proceeds from the tours will go toward supporting our educational partnerships.

We hope you'll consider joining us for one.

Deborah Morrison is the Publisher, President and CEO of Canada's History.

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Finding family

Searching for lost cousins? Paul Jones offers nine suggestions to ease your task.

A few years ago ("Combing for Cousins," December 2010–January 2011), this column explored the many reasons for tracking down distant, living relatives — such as seeking out old family photos, investigating genetic illnesses, planning a far-reaching family reunion, or verifying a time-honoured tale of a forebear's emigration. There's also the potential bonus that a researcher from another line of descent may have missing information about common ancestors.

So how do you go about finding "lost cousins"? Here's a methodical approach.

Step 1: Determine why you're looking. For instance, planning a family reunion or tracing an emigrant ancestor? The nature of your descendant search will depend on your goal.

Step 2: Select the ancestor or ancestors whose descendants you want to contact. This will flow out of Step 1. Note that it's perfectly okay to name "everyone" at this stage if you are just curious.

Step 3: Check into whether your cousins are indeed lost. Perhaps members of your extended family are still in touch with them. You might be surprised to learn who's on Aunt Ethel's Christmas card list.

Next we undertake a number of simple searches to ascertain if someone — likely a lost cousin — has already expressed an interest in your ancestor.

Step 4a: Search at Ancestry and FamilySearch for online family trees containing your ancestor's name. Repeat for each name you've targeted. If you find a match, you will usually be able to send an email message to the person who posted the tree, very likely a lost cousin or someone married to one. A piece of friendly advice: Don't be a hopeless newbie. Contact your prospective cousin only when details of timing, place, and family composition indicate that there is a real likelihood of a bona fide match.

Step 4b: Google your ancestor's name. Try variants and play around by adding in the places where you know your ancestor lived.

Step 4c: Enter your ancestors' names on the LostCousins website. Include the relatives on your family tree who were recorded in selected U.S., Canadian, British, or Irish censuses. You will be notified and put in contact with anyone who shares an ancestor.

If you've struck out up to this point, it means your lost cousins aren't looking for you. You will have to actively find them. You need to undertake Steps 5 to 8 below for each ancestor whose descendants you want to seek. Pursue just one ancestor (or husband-wife couple) at a time to keep things manageable. When you exhaust all lines of descent, return to Step 5 for your next ancestor or proceed to Step 9.

Step 5: Using conventional genealogical research methods, identify the children of the target ancestor. For some purposes, the siblings of the target ancestor will do in a pinch.

Step 6: Start bootstrapping your research forward in time. This process is similar to conventional genealogical research in that we use the facts gleaned from one source to point us to more facts from another source, drawing ever closer to our goal with each iteration.

Tracing forward is more complicated than conventional research for two reasons:

• Documents by their nature tell of the past, not the future. So, they're useful for researching backward in time; less so coming forward.

• Any descendant search will need to navigate the information void created by the unavailability of many records in recent decades due to privacy legislation.

As a result of these constraints, researching forward relies on sources that are generally not subject to privacy legislation, such as newspaper social pages and obituaries, wills, telephone directories, some voters lists, and, in modern times,

social media. Researchers in the United States make heavy use of the Social Security Death Index. United Kingdom researchers benefit from a long-standing tradition that births, marriages, and deaths are a matter of public record, not private mystery.

Since researching forward is so difficult, there is a price to be paid for unnecessary steps. For this reason it is often prudent to research the youngest child or sibling of your target ancestor. This may enable you to reach the present with fewer steps.

Some authorities recommend that you follow a male line of descent on the grounds that their surnames remain constant throughout life. In a given case, this may be good advice. Still, I normally prefer to follow a female line of descent. Engagement and marriage, the supposed causes of name confusion, actually generate plenty of documents that may be relatively easy to find and quite informative. More importantly, the obituaries of women typically contain extensive family details. And, as they are more likely to live to a ripe old age, you may identify descendants still living today within just a couple of steps.

Step 7: Acquire contact data for the living. You can resort to social media, to Canada 411 (or its equivalent in other countries), to Google, and, if necessary, to people-locating databases, many of which are pay-to-play. The local genealogy society where your lost cousin lives may be helpful. Virtually everyone can be found if you're patient and willing to pay when necessary.

Step 8: Initiate contact. Some people are thrilled to hear from you. Others don't want to know about it, no matter how polite, transparent, respectful, and affable you may be. Maybe they worry that you want to borrow money or that your brood of ten will show up next week for an indefinite stay. With luck, you'll identify several living relatives, and at least one will be happy to share in the adventure.

Step 9: If all else has failed, leave bread crumbs for others to find. For example, a few years ago I prepared a small website about my wife's missionary ancestors. I wasn't trying to attract the attention of relatives, but even so a few months later I received an email message from a woman descended from the missionaries through a different branch of the family.

Of course you don't have to go to the trouble of creating a website; a simple query posted to an online surname or locality discussion group might do the trick just as well.

You can maximize your odds of being found if you upload your entire family tree (having removed all identifying information about living members) to Ancestry, FamilySearch and other sites offering a similar service (the flip side of Step 4b). Distant cousins who share your ancestors may soon be in touch.

Unfortunately, so will "name collectors" — incompetent genealogists who promiscuously graft your tree onto theirs based on no connection more substantial than a shared ancestral name. Don't be surprised to see your tree proliferating, often incorrectly, across the Web. You may wish to tell these bogus "cousins" to get lost.

Paul Jones, a former publisher, is a writer, a consultant, and an avid genealogical researcher and volunteer.

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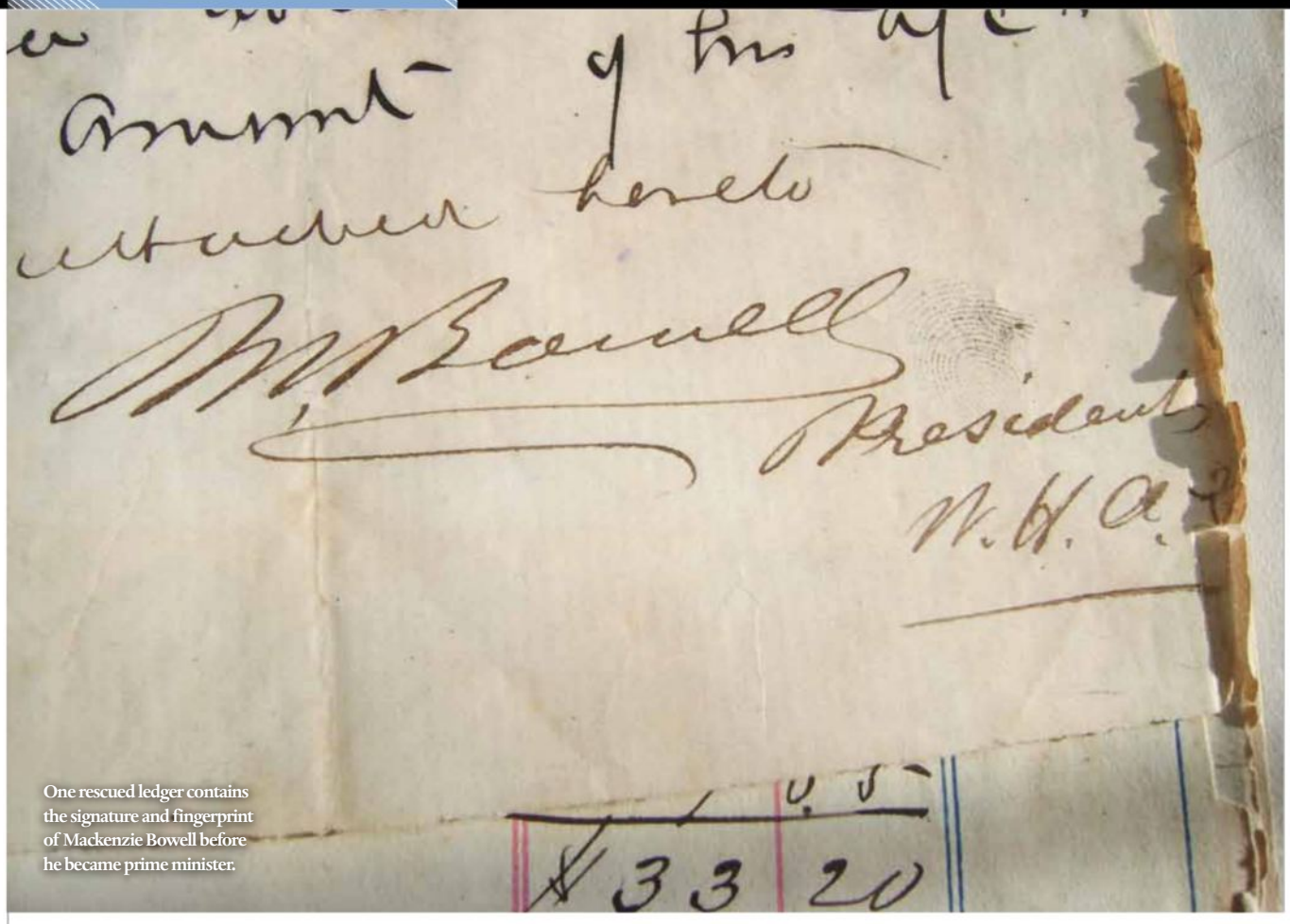

One rescued ledger contains the signature and fingerprint of Mackenzie Bowell before he became prime minister.

ANNE ELSPETH RECTOR

History by the book

Anne Elspeth Rector's search for historic ledgers unearths a genealogical treasure.

My husband and I love mining antique bookstores. During one visit to Corbyville's Collectibles Books, near Belleville, Ontario, I spied an old ledger that turned out to be a gold mine. As I carefully opened its frayed and yellowed pages, it overflowed with familiar names — the long-forgotten customers of John Irvine Coleman, a local carriage-maker and undertaker from Ameliasburg, Ontario.

I offered store owners Harry and Kay Ellis twenty dollars for the ledger, adding: "It's the history of Ameliasburg. With so many local names, it's genealogical gold."

Moments later, I emerged from the store, captivated by my new purchase: a rare primary-source document.

According to the ledger, a certain "Dr. File" was Coleman's best customer. Another entry indicated that Ameliasburg Township stepped in to pay for one poverty-stricken citizen's coffin. Elsewhere, the ledger indicated that Coleman at times bartered pears, pigs, and chickens in exchange for his services. And it notes that Coleman's wife helped line the coffins with silk.

Delving deeper into the history of the Colemans, I found a photo of John driving a carriage over a local bridge. I learned that several of Coleman's brothers lived in nearby Roblin's Mills and that the homes of two of the brothers still stand. John Coleman lived and operated his business across from today's Marilyn Adams Genealogical & Research Centre (MAGRC), so I donated his ledger to the 7th Town Historical Society at MAGRC, along with an index to help descendants of those listed in the ledger find their ancestors' accounts.

The Coleman ledger was the first of what I call my local ledger "rescues."

At a flea market east of Bellville, I purchased for eight dollars a ledger labelled "Loyal Orange Lodge 242 1938 Shannonville" and which bears a one-cent King George stamp on the cover. The ledger contains many surnames that are still found locally: Cole, Demille, English, Hagerman, Stratton, and Weese. The ledger notes that, in 1938, annual membership dues were two dollars, and that they didn't rise to three dollars until the 1950s. By 1964, membership dues had climbed to five dollars.

I found my favourite ledger at a Hastings County auction. Battered, beaten, and barely held together, the ledger contains the accounts of the West Hastings Agricultural Society from 1873 to 1886. Inside is a brief note: "Bought this Book October 23, 1941 at Wes (or Mrs.) Hurley's sale, Belleville."

I was dazzled by the Canadian history held within my hands.

Page 63 revealed a special genealogical gem for my husband — mention of his great-grandfather James Broad winning a two-dollar prize in 1881, paying a dollar's fee in 1884, and, later that December, receiving eight dollars from the society.

Toward the back of the ledger, I stumbled across a signature that stopped me in my tracks: "M. Bowell, President, W.H.A.S." Not only did I have multiple documents bearing the signature of the man who went on to become Canada's fifth prime minister — Sir Mackenzie Bowell — but one receipt also bore an unmistakable mark beside his signature — a fingerprint preserved in the ink with which he authorized an October 1874 payment of $33.20. Bowell authorized many such receipts, like carpenter James Alldis's salary for "His attendance 4 days & one night on a/c of Fair 1874." I was dazzled by the Canadian history I held within my hands.

To preserve these valuable historic records, I'm donating two ledgers to the Community Archives of Belleville and Hastings County.

And I'm not done collecting. Primary sources enthrall me: Whether diaries, ledgers, or letters, these are documents touched by those who lived history, and they contain the stories they left behind for us to find.

So, the next time you roam country roads, consider stopping at one of the many auctions, flea markets, or bookstores. You just might rescue an irreplaceable moment from our past.

Anne Elspeth Rector is a writer from Belleville, Ontario.

ANNE ELSPETH RECTOR

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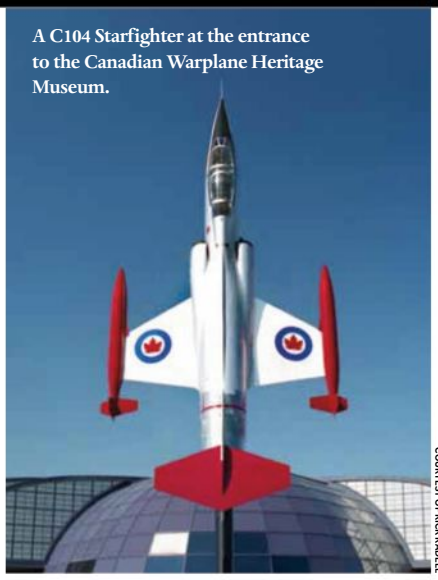
The Mynarski Memorial Lancaster flies over Lake Ontario.

COURTESY OF RICK RADELL



A C104 Starfighter at the entrance to the Canadian Warplane Heritage Museum.

COURTESY OF RICK RADELL

Canada's flying museum

Museum offers warplane buffs rare chance to take a ride in vintage Second World War planes.

by Bob Gordon

There is one thing about the Canadian Warplane Heritage Museum at Hamilton International Airport in southern Ontario that's different from most other museums, and that's the fact that you can actually take a ride in some of the exhibits.

The cost is the price of a membership — $125 — plus an additional fee, which starts at $60 for twenty minutes in a humble workhorse like the DC-3 and climbs to $2,500 for an hour aboard the museum's treasured Mynarski Memorial Lancaster.

The latter may sound steep, but, considering the museum's Lancaster bomber is one of only two in the world still flying, it's worth it to some warplane enthusiasts. In late September 2013, David Francis came all the way from England to take part in a special flight marking twenty-five years since the museum's Lancaster was restored.

"It was just amazing," Francis, whose uncle flew sixty Lancaster missions during the Second World War, told the CBC on the day of his flight. "We came here to fly on the Lancaster because it's the only place in the world you can still do it — that was the reason for our trip."

The Lancaster was probably the most famous Allied bomber of the Second World War. The museum's plane is dedicated to Andrew Mynarski, who earned a Victoria Cross for his heroic actions on board a crippled Lancaster on June 13, 1944. When the plane caught fire after being attacked by a German night fighter, Mynarski refused to bail out, despite the flames erupting all around him. He stayed behind to try to rescue tail gunner Pat Brophy, who was trapped in the gun turret. After a vain struggle with the turret, Mynarski, with his parachute on fire, finally and fatally jumped. Brophy miraculously survived the impact.

Mynarski's posthumous VC citation reads: "[Brophy] subsequently testified that, had Pilot Officer Mynarski not attempted to save his comrade's life, he could have left the aircraft in safety and would, doubtless, have escaped death."

The four-engine Mynarski Memorial Lancaster certainly stands out as the queen of the museum's fleet of more than forty-five aircraft. With a wingspan of thirty-one metres, the giant plane can easily fit a one-engine plane, such as the diminutive single-engine DeHaviland Chipmunk, under one wing.

The Lancaster also captures the spirit of a museum that has itself twice had to overcome tragedy. While performing at the Toronto International Airshow in 1977, Alan Ness, a founding member of the museum, lost his life piloting the museum's first acquisition, a Fairey Firefly anti-submarine patrol aircraft, when it crashed into Lake Ontario.

"He was very much a people person and active in every role of the museum's early growth," said museum marketing director Al Mikeloff. The Firefly currently in the collection was acquired in 1979, two years after the loss of the first.

Fifteen years later, tragedy struck again when on February 15, 1993, a fire destroyed one of the museum's two hangars. The museum lost all of its engineering records and ground and maintenance equipment as well as five aircraft. The latter included two iconic fighters, a Hawker Hurricane and a Supermarine Spitfire.

The response of the museum, its staff, volunteers, and friends was simple. They quickly moved forward. Three years and two months later, they opened a new, architecturally stunning building. The entrance to the ten-thousand-square-metre structure is marked by a C-104 Starfighter pointing proudly skyward, a fitting symbol for what is known as Canada's "flying museum."

On the day I visited, a crew was working on a Bristol Bolingbroke Mk IV — which served as a maritime patrol aircraft off the coasts of Canada during the Second World

A Bristol Bolinbroke Mk IV undergoes restoration in the exhibit area of the CWHM.

COURTESY OF THOM GORDON

A Westland Lysander WWII training plane on exhibit at the CWHM.

COURTESY OF BOB GORDON

War. Parts of eight separate aircraft were being reassembled into one and the "Bolly's" wing sections were being stripped of their metal skins so the spars and structural elements could be examined and, if necessary, be repaired or replaced. At the same time, out on the runway, I watched a Douglas DC-3 Dakota transport plane undergo a pre-flight inspection.

Where most museums draw a clear line between exhibition space and discrete back-of-house operations such as cataloguing and restoration, at the CWHM all of the work on the aircraft is carried out in areas of the hangar open to the public. Much of the work is done by volunteers, who work alongside professional engineers and mechanics to perform everything from routine maintenance to the rebuilding of engines.

Some of the museum's collection reflects Canada's contribution to the war effort through the British Commonwealth Air Training Program (BCATP). Included are trainers such as the Chipmunk, Anson, Tiger Moth, and Cornell. Painted bright yellow, these aircraft were common sights in Canadian skies as aircrew in the BCATP learned their skills at training schools and airfields located across Canada.

Also painted brilliant yellow is the museum's Westland Lysander, which had the job of towing targets used for practice by aircrews in gunnery school. The standout colour was to avoid being shot at, but, as Mikeloff dryly notes, "they occasionally landed with holes in them."

Bob Gordon is a freelance writer from Guelph, Ontario.

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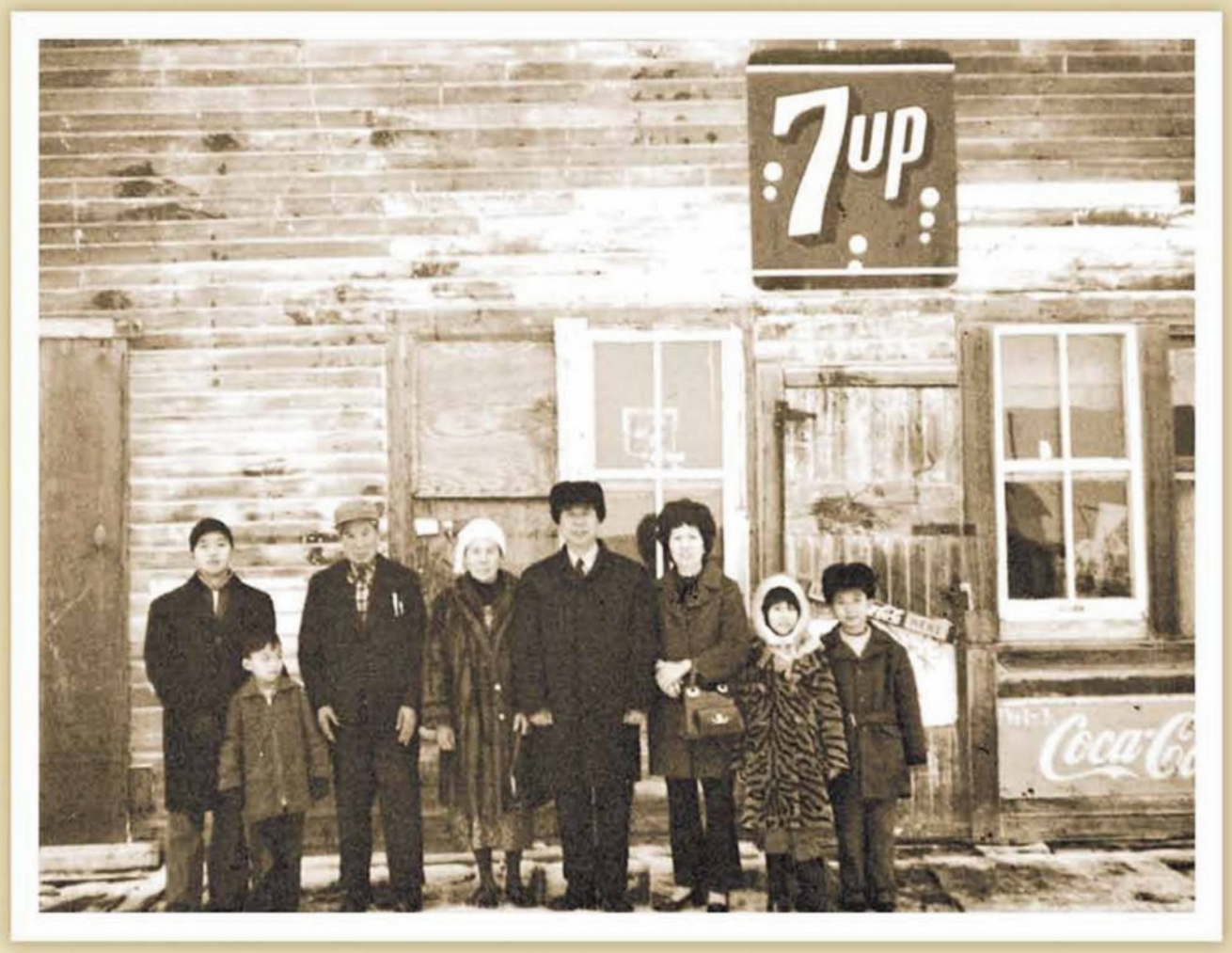
A family reunion



My family and I immigrated to Canada primarily to reunite my father with his family. We arrived in Laporte, Saskatchewan, where my father's parents lived, on November 20, 1972. This photograph was taken in front of my grandfather's general store in Laporte, a tiny settlement located about 150 kilometres northwest of Swift Current.

In the photo I am twelve years old, standing on the right next to my eight-year-old sister; my brothers, aged fifteen and six, are on the other side. In the centre are my grandparents, my father, and my mother.

We are dressed in winter jackets and fur hats purchased in Hong Kong. However, the Chinese-made clothing proved inadequate for an authentic Canadian winter. This image is now permanently etched into my memory as being our first encounter with snow.

The family reunion with my grandparents lasted five weeks. Then we were off to Montreal to live with my father's sister. Montreal became my home for the next four decades.

Submitted by Wah Wing Chan, a printmaker who lives in Montreal.

Do you have a photograph that captures a moment, important or ordinary, in Canada's history? If you would like to submit it for possible publication, have it copied (please don't send priceless originals) and mail it to Album, c/o Canada's History, Bryce Hall, Main Floor, 515 Portage Avenue, Winnipeg, MB R3B 2E9. Or email your submission to album@CanadasHistory.ca. Include a brief description of the photo, including its date and location. If possible, identify people in the photograph and provide further information about the event or situation illustrated. To have your posted submission returned, please include a stamped, self-addressed envelope.

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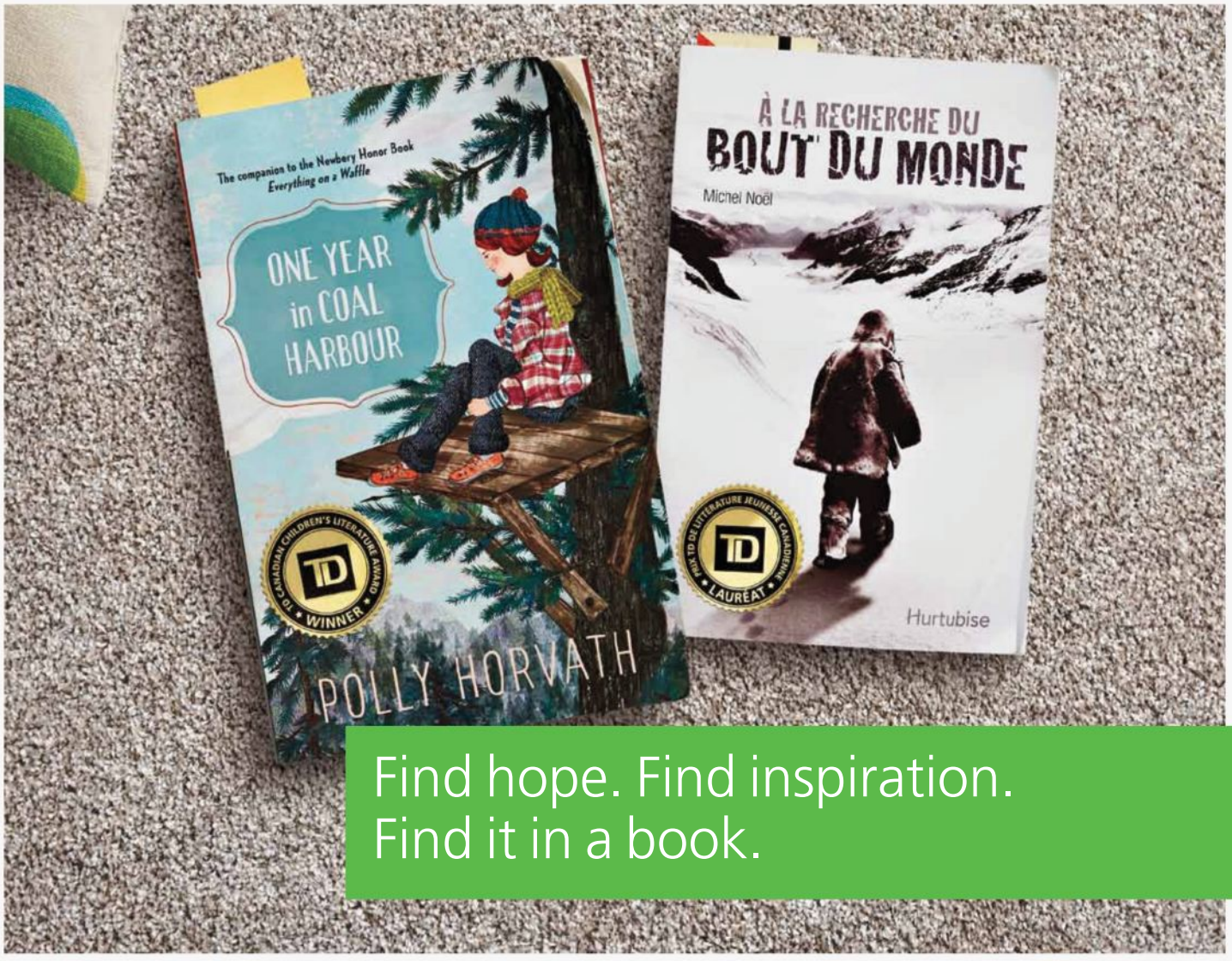
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